

GRAIN DEALERS' JOURNAL

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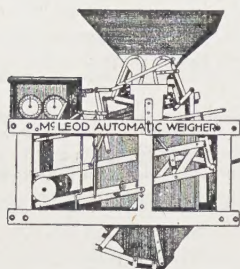
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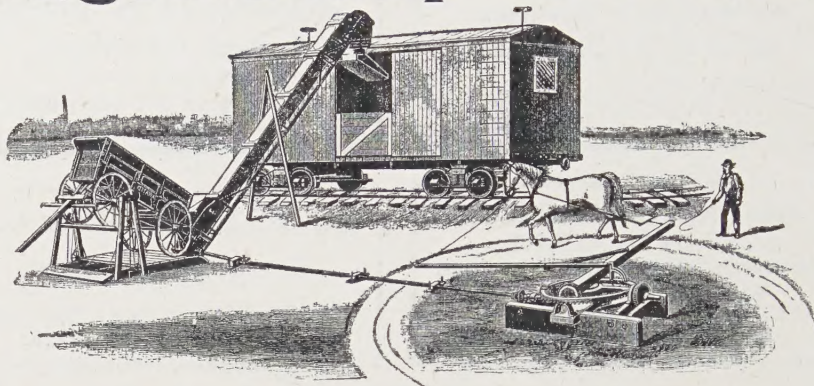
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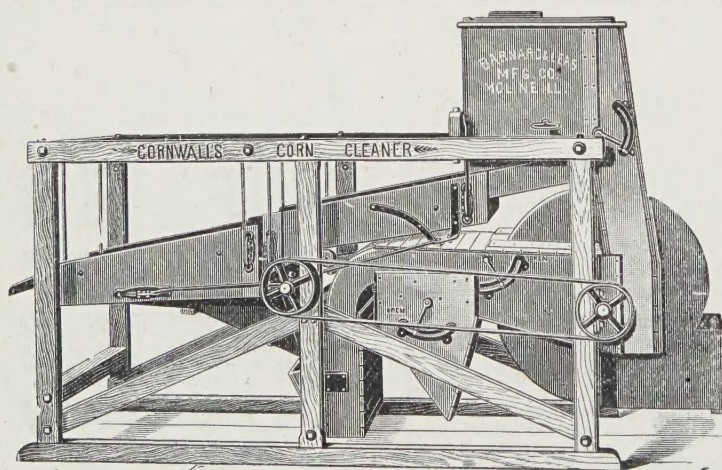
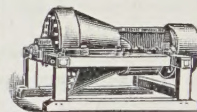
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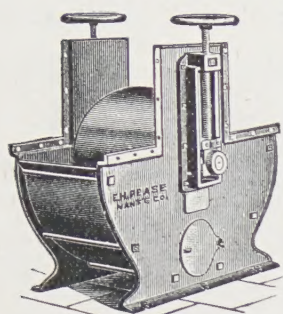
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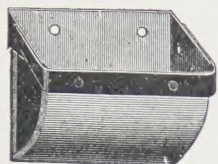
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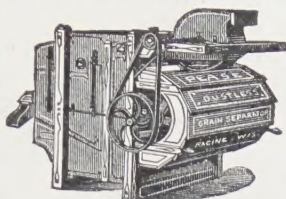
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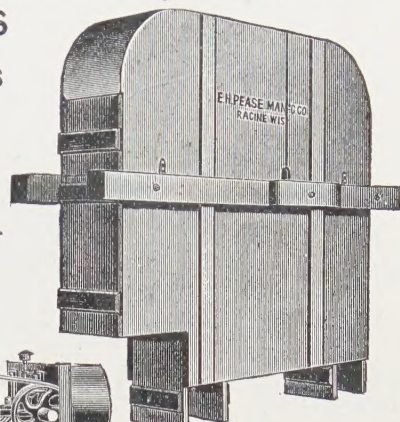
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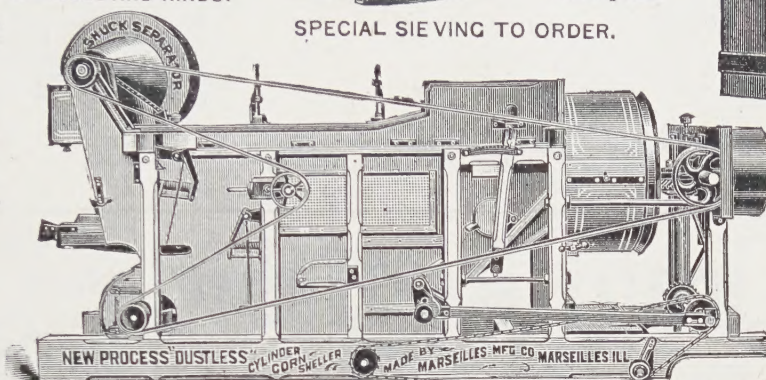
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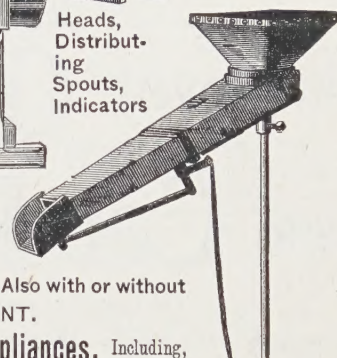


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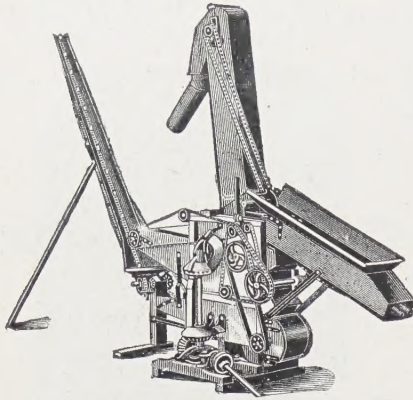
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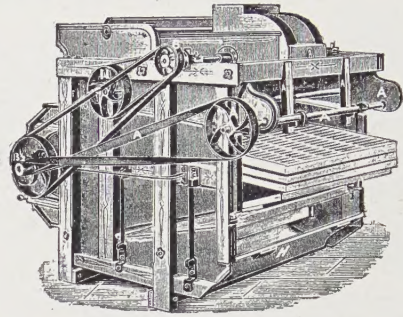
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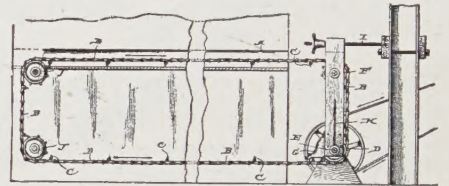
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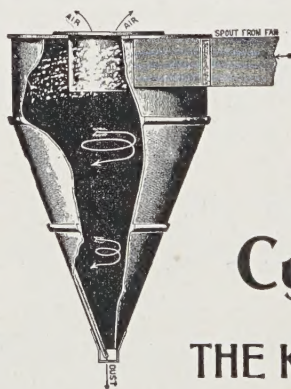
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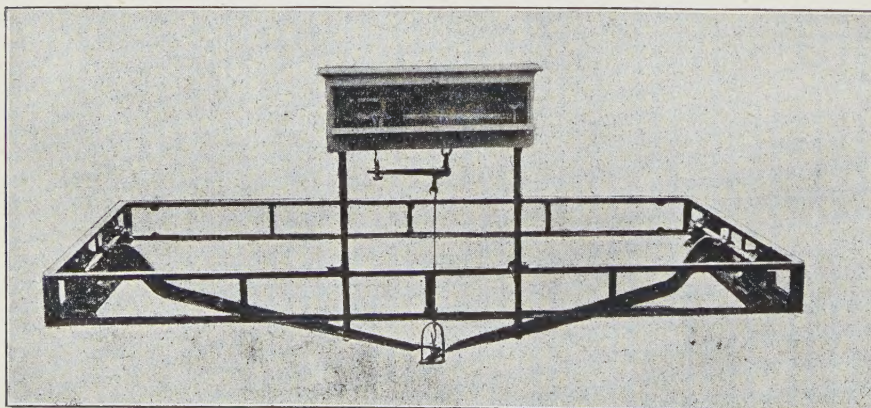
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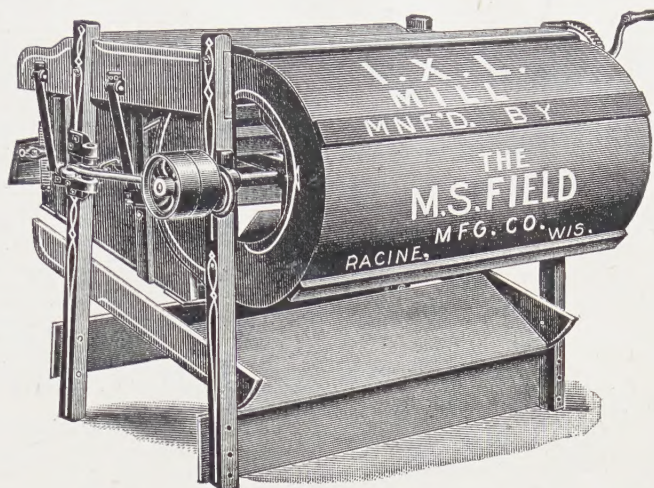
All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

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Strong
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Easy Running,
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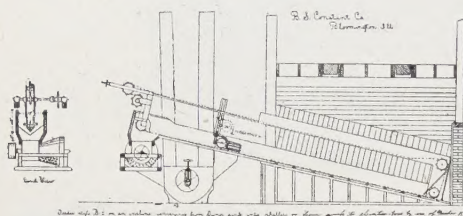
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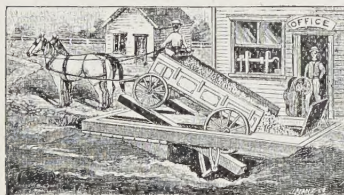
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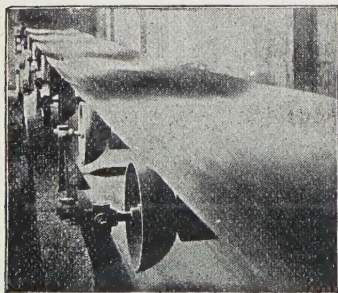
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Manufacturers of the Reliance Grain Cleaners.

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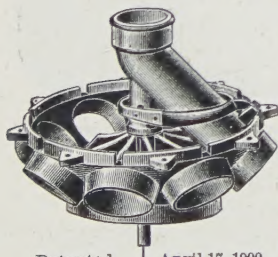
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Complete Equipments for Elevators and Mills.

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*Absolutely
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Mixing grain during process of distribution between turn spout and bins.

**Automatically
Notifies Oper-
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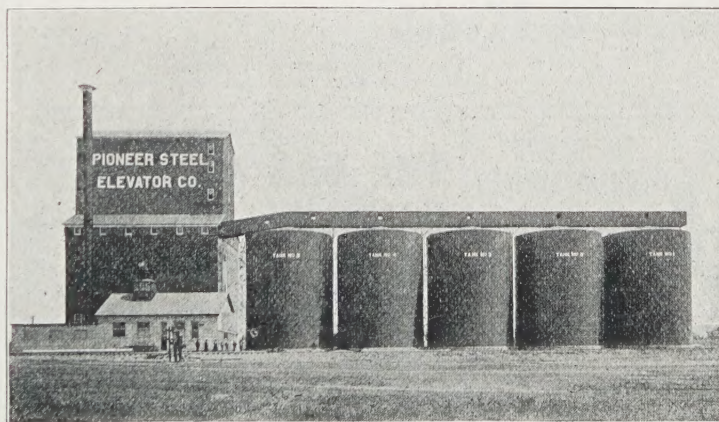
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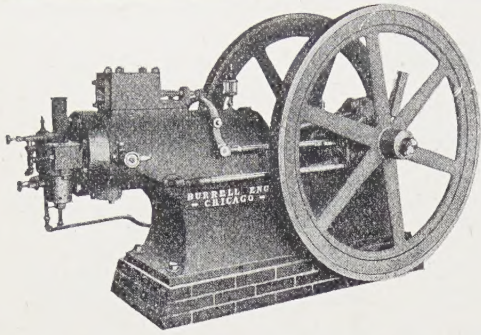
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BEST THAT

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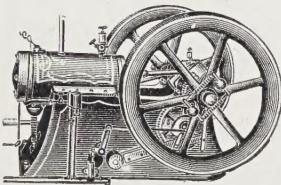
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Power for every class of work. Write for catalog, prices and terms.

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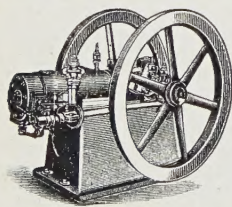
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The Grain Dealers of the Country
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are simple, reliable,
and economical. For
full information, ad-
dress,

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Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.

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H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the JOURNAL; and have received several letters since inquiring about it.

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Closed.



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is the most convenient,
the easiest handled,
and adapted to more
uses than any other
spout made.

Cheapest because
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tributing of many
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be closed up
to occupy
one-fifth of
the length
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A BOOK OF
SPROCKET CHAIN
APPLIANCES
WEBSTER MFG. CO.

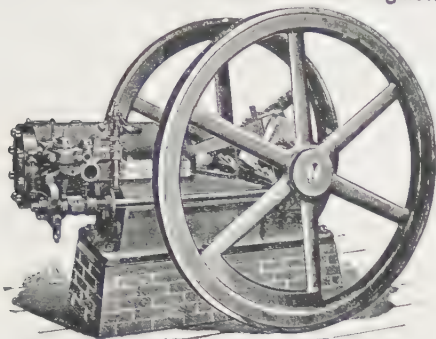
Our book of Sprocket Chain Appliances, also our book of Power Transmitting Appliances are full of valuable information for all who are interested in either of these lines. We will take pleasure in mailing them on application. Have you received our March 1st Price Current?

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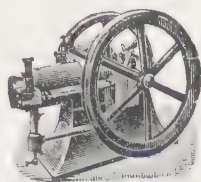
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If interested write for particulars to
THE NEW ERA IRON WORKS CO.,
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Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.

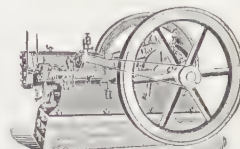
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FOOS GAS and GASOLINE ENGINES.

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Must be reliable or they are N. G.

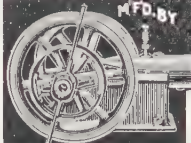
If you can afford to try an experiment, all right, but if not, then drop us a line. It only costs 2c to get Catalog I.

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Guaranteed Second-hand Engines

One each, 1, 2, 5, 7, 8, 10 horse-power.
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Write for prices.

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ORIGINAL LEWIS Gasoline Engines.

GOLD MEDAL,
WORLD'S FAIR, 1893.

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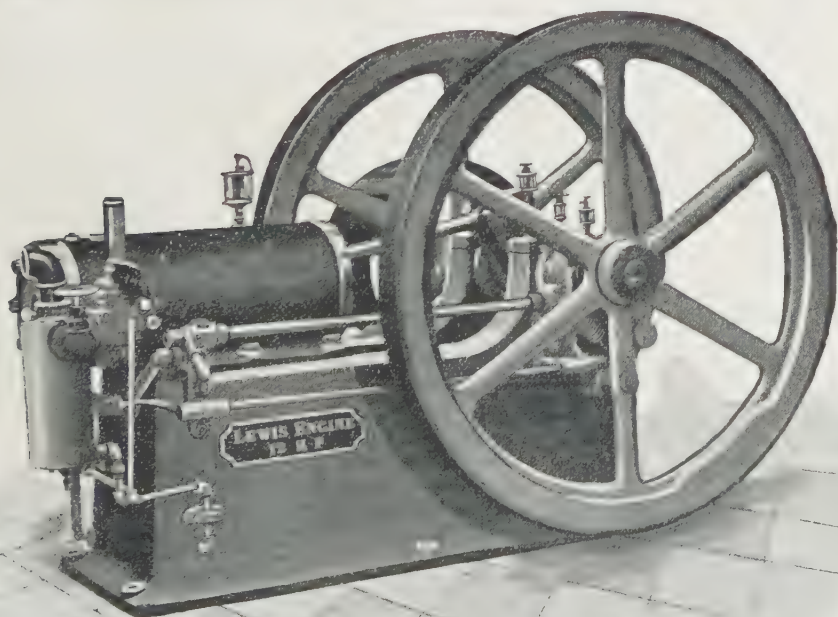
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VOLUME GOVERNOR.
DOUBLE EXHAUST.

AIR ADJUSTMENT TO
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FEED MILLS

Earn money when operated in connection with an elevator.

Kaestner's Mills

Grind the most feed with the least amount of power of any mill made. This is the kind to buy. We also manufacture Corn Shellers and Elevator Supplies. No trouble to quote you prices, for they are right.

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3 PAIR HIGH 6 ROLLER MILL.

Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

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THREE ROLL-TWO BREAK MILLS—2 sizes,
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TWO PAIR HIGH-4 ROLLER MILLS—5 sizes,
And 85 Sizes and Styles of BUHR STONE MILLS.

Send for Catalog and Prices.

NORDYKE & MARION CO.,

FLOUR MILL BUILDERS.

ESTAB. 1851.

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Northway's 4 and 6 Roll Corn and Feed Mill

GUARANTEED
LARGEST CAPACITY
FOR POWER
CONSUMED....

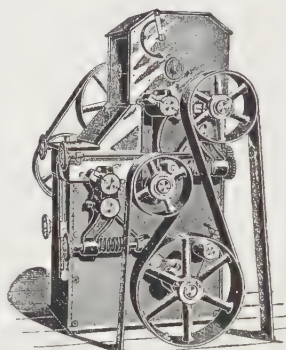
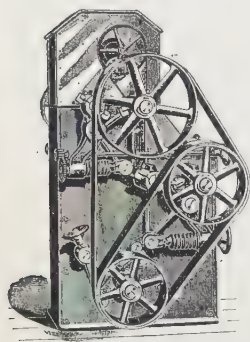
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Splendid Belt Contact.
Simple and Convenient Adjustments.
Can be driven on either side from a shaft running in either direction.
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PLEASE MENTION THIS PAPER.



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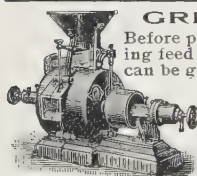
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Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalog and discounts. Guaranteed and shipped on trial.

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Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

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Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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At top of left hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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The Tiger Corn Sheller

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Try one or more and be convinced
This is no josh

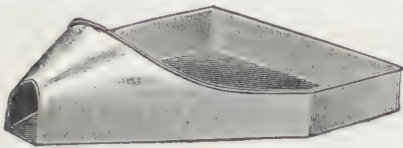
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Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

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Grain Size, in Russia Iron.50

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A rubber stamp bearing words "A. B. C. Code Used" given with each Copy. Price, per copy, \$5.

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10 Pacific Ave., Chicago. Ill

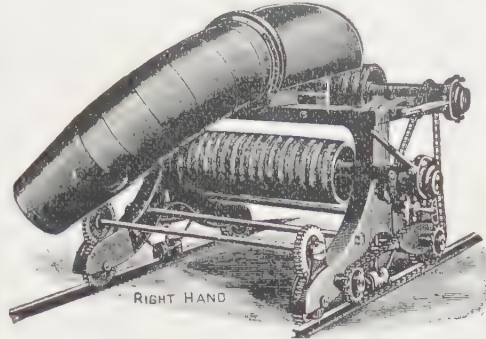
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Dodge Manufacturing Co.

Engineers Founders Machinists

Mishawaka, Ind., U. S. A.



BRANCHES:

Boston
New York
Cincinnati
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Chicago
London, Eng.

Manufacturers of

Grain Elevator Machinery,

EMBRACING LATEST TYPES OF

Power Grain Shovels, Belt Trippers, Car Pullers,
Belt Conveyors, Spouting, Elevators, etc., also
DODGE AMERICAN SYSTEM ROPE TRANSMISSION.

Send for a copy of

Power and Transmission,

an Illustrated Quarterly Review of Factory Economics and
Power Transmission Engineering.

Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

The only effective method within reasonable cost is to place an advertisement in the **Grain Dealers Journal**. Every copy goes to a live grain man and keeps its advertisements before him night and day. Try it.

Regular Grain Dealers

WILL BE WELCOME AT

ANNUAL MEETING

OF THE Grain Dealer's National Association

INDIANAPOLIS, IND., November 20 and 21.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

FARM, elevator, storeroom and stock goods for sale. J. C. Spahr, Clare, O.

GOOD 40,000-bu. elevator in N. W. Ia.; cheap. E. C. Cowles, Storm Lake, Ia.

ELEVATOR and feed mill for sale. Townsend & Brooks, Nashville, Mich.

ELEVATOR with flour and coal business for sale cheap. William Southall & Sons, Irwin, Ia.

STEAM elevator for sale in eastern Kan. H. R., box 6, care Grain Dealers Journal, 10 Pacific av., Chicago.

CHICAGO ELEVATOR on south side, for sale at a sacrifice; 300,000 bu. capacity. Address A. A. McClanahan, 211-218 La Salle St., Chicago.

IOWA elevator on Ill. Cent. R. R., 55,000 bu., modern in every respect; for sale at a bargain. S. W. I., box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and mill for sale, located at Urbana, Ill. Only mill in Champaign Co. V. M. Smith, Herman, Minn.

IOWA elevator, house, coal sheds and stockyards on I. C. R. R. for sale. W. R., box 3, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR with oat bins, corn cribs, in central Illinois. Good local trade. For sale at a bargain. Western, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

GRAIN business for sale at two points, handling 350 cars last year, without opposition. One dump, 2,000 bu. capacity; one elevator, 6,000 bu. capacity. S. E., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

MACHINES WANTED.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

SITUATION WANTED.

POSITION wanted as helper in elevator, Iowa preferred. Would like to learn the grain buyer's business. Moderate wages. State work required and wages. C. F. Peterson, Scranton, Iowa.

ELEVATORS WANTED.

GOOD ELEVATOR wanted in Illinois; one that does a good business in the corn belt. Address A. Y. Munson & Sons, Wyckles, Ill.

CENTRAL Illinois or Iowa elevator wanted; capacity not less than 15,000 bu. Address R. P., box 7, care Grain Dealers Journal, 10 Pacific av.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

MACHINES FOR SALE.

SHUCK-SELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

EUREKA oat clipper, 800 to 1,000 bu. Condition perfect; displaced by larger machine same make. Address X. X., Grain Dealers Journal.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

MIAMI SHELLER, good condition; capacity, 300 to 400 bu. per hour. Also one Miami Corn Feeder for same. Address W. E. Tuttle, Springfield, Ohio.

CHEAP FOR CASH—Five No. 5 Cyclone Dust Collectors; two No. 5 Eureka Scourers, almost new; four No. 4 B. & L. Separators; one No. 2½ Invincible Oat Clipper. L. V. Thistle, Coldwater, Mich.

TWO NEW WELLS Warehouse Fanning Mills, and 1 new No. 6 Excelsior Dustless Grain Separator and Grader, for sale cheap. No better machinery of their class in the market. For particulars address C. H. Adams, Marseilles, Ill.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

MILLS FOR SALE.

FEED MILL for sale on Big Four R. R. All up-to-date machinery; good trade; fine location for grist mill or shipping grain. Delaware Feed Mills, Delaware, O.

CEREAL MILL for sale, near Chicago, on three railroads, equipped with modern machinery for oatmeal, wheat flour and flakes, breakfast foods. Capacity, 150 bbls. daily. Address Siegel, Cooper & Co., Chicago, Ill.

70-BBL. roller mill for sale; steam, power, good order, well located in county seat 2,500 population (only mill). Splendid local and shipping trade. Bargain, \$6,000; one-third cash, balance 1 to 4 years at 8 per cent. Buy it, act quick and add electric light plant. Address E. P. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SOFT SPRING WHEAT for sale. Write for samples. Denver Elevator Co., Denver, Colo.

SEED RYE for sale, put up in bags in small lots at 65c f. o. b. Toledo, Ohio; bags extra. J. F. Zahm & Co.

LOW grades of soft winter wheat wanted. Sample with price New York, H. C. Schwall, Park bldg., Pittsburg, Pa.

BUCKWHEAT WANTED. Large or small quantities. Extra price paid for good grain. Louis Cherry, 3 S. Front st., Philadelphia, Pa.

TIMOTHY, CLOVER & ALSIKE SEED wanted. We are buyers at all times and pay full market prices. Try us. Whitney-Eckstein Seed Co., 210-212 Terrace, Buffalo, N. Y.

OATS WANTED; 15 to 25,000 bushels of extra fancy white. Must grade No. 2, and weigh not less than 35 to 37 pounds. Would like a large berry, and prefer natural to clipped oats. Send sample reasonably representing lot and make price f. o. b. your station, or delivered East St. Louis, or Louisville, Ky. Blue Grass Commission Co., Lexington, Ky.

ELEVATOR SITES.

LOCATIONS FOR ELEVATORS

in Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,
Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

BOILER for sale, 26 ft. x 4 ft., 4 8-in. and 2 12-in. flues; f. o. b. Wabash R. R. J. F. Deck, Attica, Ind.

A GOOD second-hand, 13-ft. by 48-inch boiler; a bargain. Write the Algona Milling Co., Algona, Iowa.

BARGAINS in second-hand gas and gasoline engines. General Gas Engine Co., 43 West Washington st., Chicago.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

ENGINE, Erie, 40-h.p.; boiler, 50-h.p.; both good order; also complete machinery for brick and tile, to sell or trade. I. H. Holdridge, Gridley, Ill.

GASOLINE ENGINES. \$60 up. Boilers and engines, 3 to 50-h. p. Prices right. Our new ear corn, grain and coal elevator. \$25. The Bicknell Hardware Co., Janesville, Wis.

MARTIN MFG. CO., 232 West Washington-st., Chicago., manufacturers of small steam boilers, steam engines, $\frac{1}{4}$, $\frac{1}{2}$, 1 and 2-h.p. Gas and gasoline engines, $\frac{1}{2}$, 1 and 2-h.p. Small dynamos and motors; pressure blowers, all sizes; 22 and 26 in. exhaust fans; hangers, shafting and countershafts. Write us for further particulars and prices.

OATS CLIPPED, CLEANED AND MIXED AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.
...CHICAGO...

BALL'S RAPID GRAIN CALCULATOR

Reduces Pounds to Bushels in wagon load quantities, in even bushels only. These tables are sold in sets of four. The wheat tables (which also reduce clover seed, beans, peas and potatoes of 60 lbs. each) reduce any load weighing from 360 to 5,100 lbs. to even bushels. The tables for shelled Corn and Rye reduce amounts from 336 to 4,760 lbs. to even bushels of 56 lbs. each. The tables for Barley reduce amounts from 228 to 4,080 lbs. to even bushels of 48 lbs. each. The tables for Oats reduce amounts from 192 to 4,000 lbs. to even bushels of 32 lbs. each. The tables are printed on superior bristol board from heavy faced type in two colors, black and red. The weight and its equivalent in bushels being included in well spaced squares formed by red rulings. The black figures denote the pounds, the red the number of bushels in the number of pounds given immediately above it, so there is little opportunity for error in reading. The tables are of convenient size, $5\frac{1}{2} \times 14$ inches and are intended to be tacked up near the scale or to be placed under a glass on weighman's desk for ready reference. These tables have always sold for fifty cents. Our price, while they last 50 cents postage paid. For sale by

Grain Dealers Company,

10 Pacific Avenue, Chicago, Ill.

ENGINES WANTED.

BEST prices paid for 2nd hand gas and gasoline engines. General Gas Engine Co., 43 W. Washington St., Chicago.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

FEW 2nd hand hopper, wagon & R. R. track scales for sale, Fairbanks pattern. U. S. Scale Works, Terre Haute, Ind.

WANTED.

If you want to buy or lease a grain elevator or warehouse, wish to buy a grain business or an interest, want a partner, help, or a second-hand machine, want a position or anything else connected with the grain trade, advertise in the "Wanted" column of the GRAIN DEALERS JOURNAL. It is read by thousands of persons connected with the grain trade, many of whom may be able to supply your want; they can not attempt to supply your want unless you let them know of it. Try an ad. in the GRAIN DEALERS JOURNAL; it is published on the 10th and 25th of each month for \$1.00 a year by

GRAIN DEALERS COMPANY,

10 Pacific Ave., CHICAGO, ILL.

WALL GRAIN TABLES

For Reducing Pounds to Bushels.

These tables differ from the others only in form and convenience of using. They are printed in two colors from heavy faced type, on both sides of a sheet of tin $6\frac{1}{2} \times 21$ inches, which is intended to be hung beside scale beam or desk. The figures printed in black denote the number of bushels and pounds and those in red the weight of the load. These tables show the number of bushels in any load weighing from 100 to 5000 pounds, and by a single addition the number of bushels in any larger load can readily be determined.

A tin slide which can be moved up and down over the face of the tables facilitates the finding of the number of bushels in any load. If one wishes to find the number of bushels in a load of oats weighing 1450 pounds, he would move the slide over the table for oats and stop it at 1400, then following the figures on the slide to 50, would read the black figures indicated on sheet which shows the load to contain 45 bushels and 10 pounds.

These tables can be used for shelled corn, rye and flax seed at 56 pounds per bushel; wheat, beans, potatoes and clover seed at 60 pounds; ear corn at 70 pounds and oats at 32 pounds.

Price, \$1.00. For sale by

GRAIN DEALERS COMPANY,
10 Pacific Ave. CHICAGO, ILL.

JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND DIRECTORY

Is a comprehensive and conveniently arranged code, compiled especially for use in the grain and flour trades and is used very extensively throughout the East. It also contains a list of New England Grain and Flour Dealers, which is a guide to carload buyers of grain throughout that territory. Western shippers will find it invaluable.

Well bound in Morocco. Price \$3.00.

For Sale by

Grain Dealers Company,

10 Pacific Ave., CHICAGO, ILL.

H. A. Clevenger, Bondville, Ill.: I have sold the elevator at York, Neb., so you may take the ad out of the JOURNAL. I received letters from every direction.

GRAIN DEALERS JOURNAL

10 PACIFIC AVE., CHICAGO, ILL.

190...
Gentlemen:—Enclosed find One (\$1.00) Dollar for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name

Post Office

State

LUMBER We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. *Write for descriptive circular.*

R. H. McGRATH,

Established 1851.

Lafayette, Ind.

Keep Dust Out of Your Lungs



USE THE

Hurd Respirator

Made of Soft Rubber
Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

WRITE FOR SAMPLES AND PRICES.

NEW YORK
PHILADELPHIA
PITTSBURG

56 FIFTH AVENUE, CHICAGO.

Telephone Main 2296.

Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLER'S NATIONAL INS. CO.

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865

ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,
IDA GROVE, IOWA.

MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 YEARS Successful Business.
Net Cash Surplus, \$220,000.00.

50% Dividends Paid 1899 1900
Insures Grain and Elevators.

Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

HUNTLEY MANUFACTURING COMPANY,
Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10TH AND 25TH OF EACH MONTH
BY THE

GRAIN DEALERS COMPANY,

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, Editor.
J. CARVER STRONG, Advertising Representative.
NORMAN H. CAMP, Attorney for the Company.

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., OCTOBER 10, 1900.

Be friendly, write us whenever you have any news of interest to the grain trade.

It pays to confine dealings in central markets to members of the grain exchanges.

What a pleasant business selling on track would be if discounts were a thing of the past.

The greater the care exercised in handling power grain shovel ropes, the fewer limbs will be sacrificed.

Defective scales sometimes weigh against the grain buyer. It is better to know they are correct.

Dealers having buckwheat to sell will find it to their profit to read the ads in our "Grain Wanted" column.

Sometimes it is good policy to concede an unjust demand to a customer; that is, it will pay best in the long run.

Shippers would not be required to bear the expense of coopering cars if they would all join in a formal protest.

If you permit others to smoke in your elevator, the house may also take a turn at smoking, and it may be on you.

The Ohio Grain Dealers' Association will meet at Columbus, Oct. 16. All regular grain dealers will be welcome.

The wheat bulls seem very slow to discover the deterioration and destruction of northwestern wheat by the soaking rains of that district.

The bucket-shops have obtained a new lease on life, but it is only a short term lease. They must go. Betting on quotations must cease.

A correspondent in this number makes the very excellent suggestion that tenants be required to present permit to sell from landlord when offering grain for sale.

This would protect the landlord and relieve the grain dealer of the usual trouble of investigating the right of tenant to sell, or taking chances.

The greatest imperialist this year is King Korn. At Peoria he has the town, and will have the Illinois Grain Dealers' Association tomorrow.

If an employe of a telegraf company is so slow in transmitting commercial messages as to cause the sender loss, the telegraf company shud be held liable.

Corn strewn along the tracks leading into Chicago recently would indicate that some shippers will suffer losses, due, no doubt, to defective coopering, or to a worn out car.

Seed shippers have carefully avoided selling prime clover for October delivery this year. Contracting to deliver what could not be obtained last year was found to be a very expensive error.

The biggest cargo to be shipped from Chicago was loaded at the McReynolds Elevator, Oct. 9, and amounted to only 269,000 bu. of corn. It was put aboard the Simon J. Murphy for Buffalo.

A car famine may be expected just before the advance occurs in freight rates, not because all the cars will be engaged at the time, but because the carriers prefer to transport the grain at the higher rate.

Plugged car loads of grain are generally detected by the inspector, and in the end the plugger is the loser. It is much more profitable to clean and mix grain to meet the requirements of the inspection rules.

The barley of last crop, as well as oats, is so badly stained that more bleachers are being installed than usual. Buyers will have to exercise keener discrimination than ever before, if they detect bleached grain.

Elevator men who have dust collector systems installed by country carpenters, should not overlook the need for a damper immediately over a furnace for preventing the exit of sparks, which might set fire to dust collector and roof.

We have received from the Denver Elevator Co., of Denver, Colo., a sample of No. 2 soft white wheat, which would bring joy to the heart of the winter wheat miller, whose home crop was a failure. The berries are white, bright and plump.

Mixing grain for market is often done so carefully and thoroly that the most discriminating eye can not detect the mixture. The elevator man who has at his command clippers, scourers, cleaners and mixers can frequently raise the grade of his shipments and pay for his equipment in a short time by the increased profit secured. The machines installed in an elevator is not all that is necessary to place

mixtures in marketable condition. A shrewd man must be provided to operate them.

Weevil continue to do much damage to grain, and dealers complain of heavy losses due to this cause. They resolve to keep their elevator clean and free from dirt only after they have suffered loss by reason of carelessness in this matter.

As the end of the season of lake navigation approaches, the carriers of the Central Freight Association begin to see the necessity of advancing rates. The first advance of 2½ cents per 100 will be made Nov. 1. Other advances may be expected soon thereafter.

Missouri millers and grain buyers, like those of Indiana and Ohio, are struggling with the bag lending question. One firm of Pacific, Mo., which had 12,000 sacks loaned out, succeeded in getting back but 2,000. It is needless to say that the farmer needed the rest.

What can any receiver hope to profit by handling the business of a transient shipper who is scooping grain today and digging a ditch tomorrow, who follows the grain business at short intervals only, and at best can not be expected to continue long in the business.

The campaign for the repeal of the Illinois law, permitting public elevator men to deal in grain stored in their own houses, is on in earnest and many of the dealers are working harder than ever to pledge every candidate for the legislature to vote for the repeal of the present law.

It will be some time before the Nicaraguan canal is completed, and until it is Pacific coast shipments of grain will be sent in sacks and around the horn. When grain can be exported in bulk the flat warehouses of the Pacific slope will be displaced by elevators and grain will be handled in the same manner as east of the Rockies.

Argentine grain shippers have experienced so much trouble with cargoes of corn spoiling in transit to Europe that a chemical preparation is now sprinkled over shipments. It is claimed it prevents grain from spoiling; in fact the only cargoes arriving during recent months free from weevil and in perfect condition were those which had been treated antiseptically before shipment.

The stock fire insurance companies have decided to make the basis rate for elevator insurance \$1.75 per \$100. The charge for different features about risks has not yet been prepared, but promises to be higher than heretofore. Accordingly it will pay the elevator man better than ever to make a study of the hazardous features of his plant, reduce them as much as possible and provide facilities for extinguishing fires in their incipency. Elevator men

insuring in mutual companies will profit just as largely by meeting the requirements as those carrying stock companies' policies, the cost of which is much greater.

The grain dealer who thinks he has not time to attend a meeting of his fellow members, should not overlook the fact that in addition to the information he obtains at the meeting, he will profit by getting acquainted with other dealers. It will give him a better opinion of the members of his own trade and make him fairer-minded. The associations have done more to break down prejudice and ill-will, and to build up friendly relations, than all other influences combined.

Buyers of ear corn cannot afford to guess on the per cent of shrinkage. Those who have tried it have made many expensive errors. New corn is drier than usual, still it will pay dealers, who propose to crib their purchases, to shell a bushel, dry it thoroly and then weigh it. It is not a difficult matter to determine the possible shrinkage of corn. Those who desire to insure themselves against loss will profit by determining accurately the shrinkage of a good sized sample.

The extra hazard incurred by building sheds and other buildings close to a grain elevator is most vividly emphasized by the burning of the Port Huron elevators, illustrated in this number. The fire started in a one-story frame structure, communicated to a small elevator, then to a flour mill, and last to the large elevator enveloped in smoke in the engraving. The proximity of frame buildings to one another always materially increases the fire hazard of each, and in this case resulted in the destruction of all of them.

Kansas papers are having much fun with the State Grain Dealers Association, and the addresses of officers are being twisted into all kinds of trust utterances. The wonder is that the people don't start a revolution against the wonderful trust formed by the newspapers for the purpose of lying and magnifying lie after lie about the citizens of their own state. The work of the State Grain Dealers Association, reverts to the benefit of the state, and insures farmers receiving better prices for their grain than would otherwise be paid them.

In our department devoted to "Asked and Answered," will be found a query from a milling company which tried to avoid payment of internal revenue tax on grain tickets, but through a small error their ticket became a taxable document under the internal revenue law. If tickets are paid by bank from the funds of the grain buyer, which are kept separate from bank funds, there will be no necessity of attaching a 2 cent stamp to each ticket. The ticket has been passed upon several

times by the internal revenue commissioner, so that there is no doubt as to dealers being able to use such a ticket without stamp if they will only take the precaution to comply with the requirements of the department.

Many elevator men of the Northwest are spending much time of late in regretting that their plant is not equipped with an up-to-date grain drier. Now they want one, and want it right away. The result is, the drier men are busy filling orders and the elevator men are nervously excited over the delay and delivery of a much needed drier. Those who had driers before the storm will reap a rich harvest.

The heavy losses of wheat in shock and stack in the Northwest and Southwest, owing to farmers neglecting to protect properly their grain this season, should of itself be enuf to prompt them hereafter to provide rain protectors for their grain. The Texas farmers had nearly six weeks of fine weather to harvest, but delayed and suffered large losses by reason of grain being thoroly soaked by repeated rain storms.

NEW CONDITIONS AND HAZARDS OF MANUFACTURING PLANTS.

(From a paper by C. A. McCotter, Inspector for the Miller's National Insurance Co., read before the Fire Underwriters Association of the Northwest.)

The underwriter considers the fire risk from two points, the physical hazard and the moral hazard. In both phases one can find great past and prospective changes. In the physical hazard we have passed from the simple machine, largely controlled by hand, to the complicated mechanism which works automatically, but of heavier build and subject to more vibration, higher speed and greater pressure. Instead of the home-made gudgeon and rigid wood bearing with no oil reservoir, we have the tested steel shaft and the self-oiling oscillating journal. The tallow and grease lubricant has been replaced by the refined mineral oils. From the power transmission by vertical shaft, gears and friction, we have passed to the belt and rope, and already are changing to the compressed air and electric motor. While water and steam are still the main sources of power, with an increasing use of electricity and heat engines, the working efficiency has been doubled in the past thirty years, but with this has come a great increase in energy and speed. In 1880 the pressure used in marine engines did not exceed seventy-five pounds per square inch, while now they use 150 to 200 pounds.

The chemist has been equally active in the production of and utilization of heat, the movement and storage of liquids, the handling and pulverizing of solids. In this work of the chemist to provoke and undo combinations of the elements, or in what might be called the processes, are probably to be found the main future problems of the underwriter, with a less proportion of fires from friction and more from ignition and spontaneous combustion.

In the effort to meet and reduce the hazards of new conditions the fire underwriter has been a constant student and applied the "codes" and policy restrictions. The architect has been, in part won to the "slow burning" and "open space" construction, and has materially improved the horizontal and vertical hazards of buildings. The collection of dust and refuse has been systematized to a betterment of cleanliness and order. The fire engineer has perfected the fire engine, fire boat, chemical extinguisher and water tower, placed the electric alarm system and watch-clock, the automatic sprinkler, and that least, yet greatest, the water barrel and bucket. The value of these improvements and protection is frequently shown when all of these virtues are to be found in a risk, that many "special" hazards can then be written profitably at a less rate than "preferred" risks of the ordinary warehouse nature.

In the past, the assured has not given sufficient attention to insurance cost as effected by

the physical hazard, nor has the fire underwriter given sufficient attention to insurance cost as effected by the moral hazard, which has been so well interpreted as "that something which adversely effects business results." This phase of the business has become so broadened that to merely imply dishonesty does not describe the situation, and in the name of the assured, the fieldman, and the local agent a plea is made that a new word be coined which can be used in giving a property owner reasons for judgment of his risk without implying a questionable integrity of himself or his neighbor.

The side of the moral hazard to which your attention is called is to be found in the industrial developments of the past twenty-five years. All of the physical improvements have been brought about, not so much for their inherent value as for the economy gained in labor saving, lower cost of manufacture, greater production and better distribution, for the purpose of competition. The extent to which this has been carried is almost beyond comprehension. When one person with machinery will manufacture the cotton goods consumed by sixteen hundred Chinese, and ten men will raise the wheat, manufacture, market and transport the flour, bake and distribute the bread for one thousand human beings, you have a ratio of production beyond the increase of population or the ordinary demands of consumption. The result is an overproduction, not necessarily of what could be consumed, but of what could be produced at remunerative prices.

Any fieldman by observation will find in the factories and mills of his territory risks in all stages from the out-of-date to the most recent development. The history of many will show that from humble beginnings they have been pushed to the utmost capacity and enlargement by favored location for supply of raw material and demand for product. Others have found the changed conditions leaving them short in either supply or demand, while others have been cut off from favoring conditions, until finally they are worn out or abandoned.

It is not difficult to trace the influence of these new conditions upon manufacturing plants, they are to be found in every line of production. The census of 1880 showed 24,380 (known) flour mills in this country; in 1890, 18,470; and our 1900 census will show about 15,600. Yet during this time there has been an increase of capital invested of over \$42,000,000 and 7,000 more men employed in spite of labor saving machinery introduced. One radical effect of the large mill is shown where in 1890 Minnesota had 307 mills, and these mills, with fewer men employed and less capital invested, had an output in value \$7,600,000 greater than New York with its 1,238 mills.

With flouring mills the rapid evolution in the early eighties in the process of manufacture from burrs to rolls was so evident that many insurance companies retired from that class of risks entirely, but hardly noticed or heeded has been this economic evolution to be compared only to Darwin's inexorable law of "the survival of the fittest." The foregoing would infer the day of the small miller is a thing of the past, because of his competitor, and an unprofitable class of risks to accept. There are hundreds of small mills making snug fortunes for their owners, while the average returns of the large mill would be unsatisfactory to many underwriters. All classes of mills will continue but the underwriter's profit will be secured only by "selection and inspection."

Neglect of property, call it interested carelessness if you wish, is one of the main causes of losses. On an uncertain venture or decreased income any man will neglect repairs and practice economies which will lead to physical defects and neglect of protection, and thereby increase of hazards and losses. An inspection of a risk will generally reveal in the physical condition the industrial status of the moral hazard under which it is working. Machinery of old pattern and slow action hints at a lack of enterprise. Worn out belting and poor working shafting are not signs of economy. The neglect of fire appliances formerly placed at considerable expenditure gives an impression of having seen better days. A lack of fresh paint or whitewash uncovers a multitude of sins. Many are the signs which speak louder than words and give to the underwriter the privilege of reading between the lines.

On an increasing business the owner is as alert to the fire hazard and prevention as the underwriter. On a questionable future the alertness lies with the underwriter, and no where else, as he seeks his own profit and accepts the risk and the premium. Under these conditions the remedy then lies largely in that much neglected factor of successful underwriting "selection and inspection." This branch of the work, in the past, has been ridiculed, misconstrued and misapplied, but a full analyses will show it ever to be a principle which, if practiced, is the fulcrum on which to rest the insurance lever and move the body of business out of an unsatisfactory position, and cannot be ignored by the underwriter who seeks either a minimum rate or a maximum profit. Not only is "selection and inspection" necessary in self preservation but is required by the ever pressing and reasonable demands for still cheaper rates.

LETTERS FROM THE TRADE

TO OVERCOME LANDLORD'S LIEN.

Grain Dealers Journal: I think if all renters were obliged to have a permit from the landlord to sell any grain it wud be the easiest way of settling the landlord's lien question.

Anybody refusing to renew his subscription to the Grain Dealers Journal should not be allowed to vote this fall. John Lafferty, Neola, Ia.

TROUBLE WITH ENGINES DUE TO LACK OF COMMON SENSE.

Grain Dealers Journal: There have been a few instances, where for the lack of a little experience or common sense, we have had to send a man out only to find that they had no gasoline in the tank, a little dirt under the valve, or something of that sort.

One party tried three days to start one of our engines, and the idea never entered his head to put some gasoline into the tank. Our man had the engine running in less than five minutes after he arrived.

Another party let his tank get half full of water in some manner, and of course, as the gasoline came to the top the engine would only pump water. We have also had some trouble by dirt getting under the valves so that they would not seat properly, and a great many have forgotten in freezing weather to shut off the water and let it out of the water jacket of the engine when not in use, thereby causing the jacket to freeze up and burst. The Carl Anderson, Chicago, Ill.

RAILROADS CONSPIRING WITH TERMINAL ELEVATORS.

Grain Dealers Journal: We have raised a fine crop of soft red winter wheat in the finest condition. We shipped ten cars to Chicago, and eight of the cars were graded No. 3. The inspector said the grain tested 58½, was damaged, bleached and shrunken. The fact was the grain was about 61 pounds average test, condition and other requirements perfect. The result was 1½ to 2 cents off, and that on the best wheat Chicago can get.

This wheat will turn up as No. 2 out of some private elevator next spring, to be sold to Illinois and Indiana millers and farmers for seed wheat at a premium on account of its superior quality. Cannot the Grain Dealers Journal in Chicago do something to correct this evil and see that the state laws are enforced?

Our wheat not only grades No. 2 at all other markets, but we get a premium of 1 to 3 cents a bushel over the grade price, and farmers pay more to get it for seed.

Our railroad here sold us out to an elevator owner, who makes bids on track here a little over what we can ship at. Then they make it No. 3 and take off a few cents. Next spring we presume the elevator will have a bin full of wheat to turn out as No. 2. The railroad in question charges us 18 cents per 100 to Chicago, while it takes the grain from Kansas City to Chicago, sixty miles farther, at 9 cents—just half. What can be done to give us fair treatment, both in regard to grading and freight?—G. A. Frerking, Corder, Mo.

Ans.—Refuse to sell on track except with the understanding that grain missing grade shall be held subject to your order and you notified by wire. Work for enactment of law which shall prevent the discrimination. The Interstate Commerce Law is a failure.

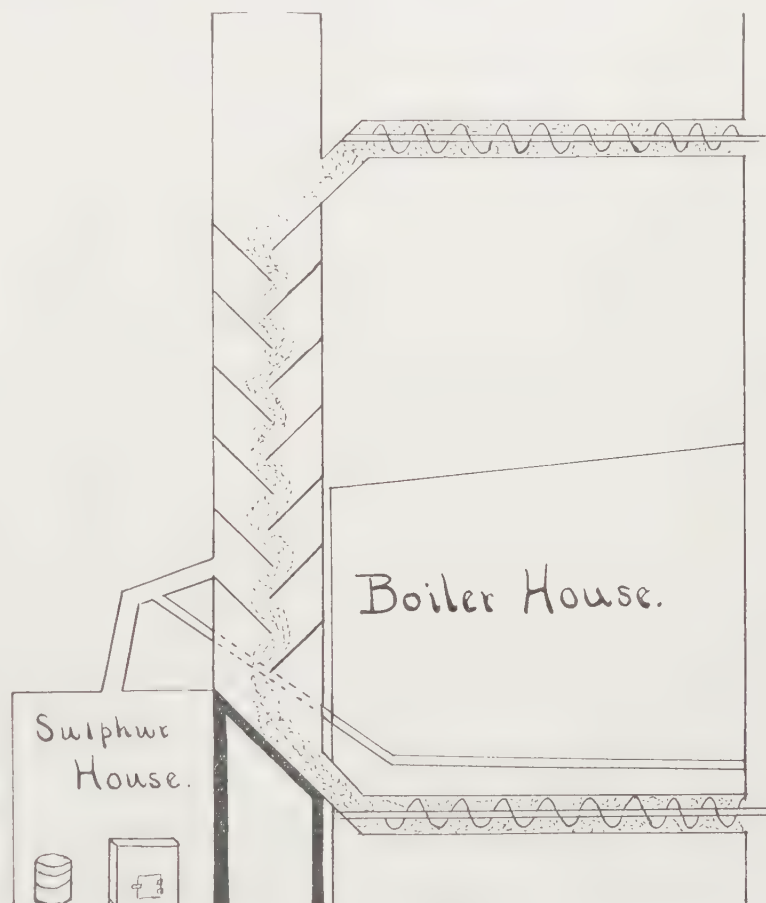
PROPER CONSTRUCTION OF OAT BLEACHER.

Grain Dealers Journal: I notice on page 189, of your Journal for Sept. 25th, are published pictures of two oats bleachers. Either of them may work but I think each has some defects worthy the careful attention of any one contemplating the building of a bleacher. I send herewith drawing of a bleacher which I had the pleasure of examining very carefully quite recently. It is doing good

from the boiler house before entering the bleacher. The bleacher is not over twenty-five feet high.

Common coarse sulphur is used, it being bot by the barrel. It is placed in a roasting pan, set on fire and then put into sulphur furnace or burner, about one pound being put into the pan at a time. The sulphur furnace has brick sides and back with a sheet iron front and top, so that there is little danger of fire starting from it. The furnace proper is about two feet high and three feet across.

Dealers who handle many oats this season ought to be able to make a good bleacher pay many times its cost the first month it is used. If the information is of value to any readers, they are welcome to it. Very respectfully, J. Fredericks, Toledo, O.



Proper Construction of Oat Bleacher.

work inasmuch as it has been used for a long time, I think it must be satisfactory to the owner. The expense of construction is not great.

As is shown by drawing, the sulphur house adjoins the boiler house, and between it and the boiler house is the bleacher containing shelves which slant toward one another. The grain is conveyed from elevator by a ten inch screw conveyor which delivers grain into top of bleacher. As the grain falls down over the different shelves, it comes in contact with steam and sulphur fumes which pass up through the bleacher and out at top. The grain is removed from bottom of the bleacher by another ten inch screw conveyor which delivers it to elevator boot in the elevator.

A stove pipe connects the sulphur house with the bleacher. Through it the fumes pass, being mingled with steam

WANTED AN EXPERT TO FIX THE ENGINE.

Grain Dealers Journal: Some months ago we sold a 2-h.p. gasoline engine to a farmer, thru an Iowa dealer, which engine was to be used for pumping water. The engine was shipped, and reached destination in good shape, and was set to work satisfactorily. Just at this time a telegram was sent us to send an expert immediately on first train. Not having had any particular trouble with the engine, and thinking there was no need of his going, we telegraphed asking for a detailed complaint, and immediately wrote a letter, saying we could not think the engine was working wrong or that anything was unsatisfactory, and closed our letter by saying that if the presence of the expert was demanded to telegraph us and we would send him. On receipt of the letter we were telegraphed, "Send

expert first train," which we did. He reached the engine and found it working in a satisfactory manner, and asked the farmer what complaint he had. He said "None." Being asked why the expert was sent for, the farmer replied, "I just want you to look the engine over and see that it is working properly, and assure me that everything is as it should be, as I wish to pay for it, and I want this assurance from you personally before doing so."—C. A. Whiting, Secretary Challenge Wind Mill and Feed Mill Co., Batavia, Ill.

CARE OF GASOLINE ENGINE.

Grain Dealers Journal: The water should be drawn from the cylinder of a gasoline engine every night. If this is not done trouble will commence sooner or later by carbon gathering in the cylinder, the water then does not have a full circulation and causes the gas cylinder to sweat. This spoils the insulation and makes the igniter points wet, then the spark is very poor or there is none at all. This of course causes trouble. To remedy this turn your engine several revolutions until the points get dry, then you get an impulse and the engine runs all right.

In some makes of engines, asbestos packing is used, this will draw dampness, your spark is gone, and you have the same trouble as above.

Some builders of gasoline engines tell their customers that they need no one to take care of it, just start it and let it run, it will take care of itself. This is all a mistake, a gasoline engine ought to have the same care as a steam engine.

Keep the battery in a dry place and see that the wires are in good condition. The carbon that gathers in the cylinder, sometimes gets between igniter points and stops the engine. Keep the igniter points clean, this can be done with a little fine sand paper.

There are a good many points to watch about a gasoline engine to keep it in good running condition. Wm. Shawd, of Shawd Machine Works, Springfield, O.

Local business in the anthracite region of Pennsylvania is badly demoralized by the miners' strike, which takes \$5,000,000 per month out of circulation.

Plowing for the coming year's crops in the South African republics is limited compared with previous years, and much grain will have to be imported.

Rice amounting to 12,799,000 pounds was exported from the United States during the eight months ending Sept. 1; compared with only 577,000 and 441,000 pounds during the corresponding periods of 1899 and 1898.

Hay amounting to 49,000 tons was exported during the eight months ending Sept. 1; compared with 39,000 and 60,000 tons during the corresponding months of 1899 and 1898, as reported by O. P. Austin, chief of the Bureau of Statistics.

Buckwheat amounting to 396,000 bushels was exported during the eight months ending Sept. 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 652,000 and 689,000 bushels for the corresponding periods of 1899 and 1898.

The receivers of the United States Flour Milling Co., appointed by the court at the request of the Central Trust Co., are Samuel Thomas of New York, Charles E. Kimball of Summit, N. J., and Albert C. Loring of Minneapolis, Minn.

ASKED AND ANSWERED

EXPORT CIFER CODE?

Grain Dealers Journal: Can some reader of the Journal inform us thru its columns which one of the different cifer codes is most used by exporters? C. A. Burks & Co., Detroit, Mich.

ADDRESS OF WISCONSIN STATE ASSOCIATION?

Grain Dealers Journal: We would be pleased to learn thru the Journal the address of the officers of the Wisconsin Grain Dealers' Association. F. J. Oden-dahl Commission Co., New Orleans, La.

WHY GRAIN TICKET REQUIRES STAMP?

Grain Dealers Journal: Herewith is the form of check we have been using, and which we got from the Grain Dealers Journal. The United States Treasury Department writes us that, "Across the face of this so-called receipt is a stamp indicating that it was paid by the Farmers' Bank of Castana, Iowa, on

CONCRETE FOR CRIB FOUNDATION.

Grain Dealers Journal: Can the readers of the Journal give us thru its columns some idea of the value of cement for crib foundation, when used in the same way as for cement sidewalk? Roberts & Davis, Rippey, Ia.

HOW TO RID ELEVATOR OF WEEVIL.

Grain Dealers Journal: Answering the question of "Iowa" on how to rid elevator of weevil, in the Journal of Sept. 25, page 189, I would say that it is not as important that an elevator be emptied of grain as it is in the case of a mill. In the case of weevil in wheat the simplest way is the best way. Simply pour the "Fuma," bisulfid of carbon, directly into the grain near the four corners of the bin, using one pound to the ton of grain. It will kill every weevil in the grain. For empty space use one pound per 1,000 cubic feet. In this case a good way is to take a sprinkling can and walk around the top sides of the bins and shower the liquid down the sides of the bin. Go quickly out and close the elevator as tightly as practicable. The more the vapor is con-

CASTANA, IA., Sept. 25, 1900.

Bought of DAVID JONES,.....Grower,
100 net bushels of wheat at sixty cents per bushel, \$60.00.

CASTANA MILLING CO.,

Per Jones, Agent.

\$60.00.

Sixty.....Dollars, in payment of the above grain upon the express representation by the undersigned that the above-mentioned grain is not subject to any landlord's lien or chattel mortgage.

DAVID JONES, Grower.

Sept. 25, 1900. This instrument is what is called a grain ticket, and when negotiated or cashed by your bank it requires a 2-cent stamp, as an order for the payment of money." We are very much surprised to find that it requires a revenue stamp. Can you tell us what is wrong with our form of check, that it does not pan out as your Journal said it would?—Castana Milling Co., Castana, Iowa.

Ans.—The fact that the grain ticket is stamped across face, "Paid by Farmers' Bank of Castana, Iowa," shows conclusively that it was paid by the bank from the funds of the bank. Grain tickets, to avoid internal revenue tax, must be paid by an agent of the grain buyer and from the funds of the grain buyer. If your bank will act as your agent, keep your money for paying grain tickets separate from its own funds, and not stamp tickets showing that they were paid by the bank, it will not be necessary to put a revenue stamp on each ticket. Tickets are always taxed when a third party appears in the transaction. If ticket is presented by any other than the man to whom issued, or paid by any one other than the buyer or his agent, it must be stamped. Many grain dealers are avoiding tax by this arrangement, and the treasury department has rendered different decisions exempting tickets so used from taxation.—Ed.

fined the less it will take for the space treated, and the more effective its work. The liquid being inflammable, do the work by daylight, and absolutely have no lights or fire about.

After cleaning an elevator of weevil it is well to have some "Fuma" on hand and treat infested wheat in the car before emptying.

Sulphur was extensively used in California a few years ago, but had to be abandoned, as it acted upon the gluten of the grain so the flour made from it made heavy bread, as the dough would not rise. —E. R. Taylor, Penn Yan, N. Y.

William Goodwin, who has received a franchise to construct elevators at Buenos Aires, has succeeded, in connection with the Central Argentine & Pacific railway, in floating a syndicate to take up his concession.

The visible supply of grain in the United States and Canada, on Oct. 6, as compiled by George F. Stone, secretary of the Chicago Board of Trade, consisted of 55,401,000 bushels wheat, 7,887,000 bushels corn, 12,019,000 bushels oats, 935,000 bushels rye and 1,926,000 bushels barley; compared with 44,335,000 bushels wheat, 14,750,000 bushels corn, 6,630,000 bushels oats, 806,000 bushels rye, and 1,731,000 bushels barley, at the corresponding date one year ago.

SPONTANEOUS COMBUSTION.

By G. W. G.

Spontaneous combustion has been many times defined by scientific authors, and the sum of their conclusions is that it is the ignition of a body by the internal development of heat without the action of an external agent. Again, spontaneous combustion is the ignition of inflammable bodies without the application of fire and without obvious cause of increase of temperature.

Oily cotton waste is commonly handled in a very careless manner. On premises not having the proper receptacle the insurance inspector often is told that the waste is thrown out of the window as soon as done with, or that it is taken to the boiler room to be burned up. A well-known professor speaks of several well-authenticated instances where sparrows building their nests of oily

use of them. By lack of attention in this respect an employee is rendered a menace to those who employ him, to himself, his family and to the public.

Metal waste cans can be purchased for a nominal price at all first-class hardware stores. The cans as approved by the underwriters should be raised four inches off the floor, with riveted seams, and with cover on. The writer has knowledge of some elevators where it is a capital offense to deposit waste in any other than the proper receptacle provided. The employee doing so is summarily discharged.

BURNING OF McMORRAN ELEVATORS AT PORT HURON, MICH.

A mass of twisted iron, smoldering grain and cinders with the wrecked portion of a brick building is all that re-

large part of the flour in the mill was loaded onto wagons and carted away.

The large elevator had a capacity of 225,000 bushels, the small one 50,000 bushels and the flour mill had a capacity of 200 barrels of flour per day. Thru the courtesy of Mr. J. C. F. Merrill, of Chicago we present herewith a vivid picture of the fire.

The loss amounts to about \$250,000 which is fully covered by insurance.

It is said that the buildings will not be rebuilt. Mr. McMorran says he has had all the experience he wants with fires. During the last 20 years he has lost over \$100,000 by fire, independent of the insurance he has received. Five years ago he lost a large elevator by fire on the same site.

The offer of an English syndicate for the stock of the American Cereal Co. at



Burning of McMorran Elevators at Port Huron, Mich.

waste in the caves of buildings have been the cause of serious fires. The burning of numerous buildings of all classes can be traced to this incendiary, the spontaneous combustion of oily waste.

Grain elevators, grain warehouses and flouring mills are at times in great danger from the carelessness of the men employed to oil and wipe the machinery. A handful of wiping cotton is deposited on an overhead beam and then forgotten. During this period of forgetfulness the plant is fraught with danger. The destruction of the building might ensue, with attendant loss of life; and the same old story appears—cause of conflagration unknown.

How much better all concerned would feel, the employer and the employee, if they knew they had done all in their power to avert such a catastrophe. Undoubtedly they would, tho unknowingly, avert one by providing the proper receptacles for oily waste and making good

mains of the plant of the McMorran elevator and mill at Port Huron, Mich., which was destroyed by fire September 13.

The fire started in the power room of the pea mill, and when discovered the room was all ablaze. Soon the entire structure was in flames. The fire then leaped to a small elevator, adjacent the pea mill and soon it too was a mass of flames. The wind then changed and drove the flames to the brick mill and office, and from this building the fire gradually worked its way to the large elevator on the bank of St. Clair river.

During the progress of the fire every effort was made to save the buildings, but the inflammable character of the buildings proved to be good food for the flames and the fire department was unable to cope with it.

Cars were backed into the elevator shed and a large amount of machinery, seed and grain in bags were removed. A

\$1.75 per share has been declined by the directors of the company.

Wheat receipts at four winter and four spring grain markets during the 13 weeks from July 1 to Oct. 1, as compiled by the Cincinnati Price Current, have been 83,064,000 bushels; compared with 68,574,000 bushels for the corresponding period of last year. The receipts for the week were 6,928,000 bushels; against 6,981,000 for the previous week and 7,329,000 a year ago.

The elevator men are making a good thing out of the regulations limiting trading in wheat futures to 60 days. It makes a delivery day once a month. They are securing on an average $\frac{3}{4}$ @ $\frac{7}{8}$ c a month for carrying the grain. The commission houses also get an extra commission for turning their trades over from one month to another, instead of having to carry them six to eight months with one commission.—Chicago Inter-Ocean.

SEEDS.

The Joseph F. Dickmann Seed Co., St. Louis, Mo., has failed with liabilities of \$7,132.

The Wisconsin clover seed crop is as near a failure as it has ever been. Local dealers are buying seed in Missouri and at southern points.

for relative high prices this season and lively transactions.

German red clover has almost hairless stems while those of the American variety are covered with hairs, and the leaf growth of the German clover is much closer and heavier than ours, which runs more to stem. The German variety, however, does not stand hot weather.

J. F. Zahm & Co. state that the receipts of clover seed at Toledo so far

Austin, chief of the Bureau of Statistics, were 9,073,000 pounds; compared with 10,066,000 and 7,400,000 pounds for the corresponding periods of 1899 and 1898.

GALVESTON ELEVATORS AFTER THE STORM.

The export grain trade of Galveston received a sudden check by the awful calamity which befel that city on Sept. 8. The Star Elevator operated by J. J. Reymershofer's Sons lost its conveyor gallery and was badly damaged by wind and water, still it was running the second week after the storm.

Elevator B of the Galveston Wharf Co. lost its conveyor gallery, its cupola and smokestack and was otherwise damaged as is clearly shown by the engraving given herewith.

Elevator A of the Galveston Wharf Co., suffered the least damage altho much of its sheeting was torn off and the building was unroofed. It was started shortly after the wreckage was cleared away.

For the fotografs reproduced herewith we are indebted to James Macdonald, president of the Macdonald Engineering Co., who made a flying trip to Galveston immediately following the big storm. He reports that the damage done the grain elevator amounted to about \$100,000. Part of the flat warehouses along the wharf were swept away, but the docks were uninjured. The damage to grain was slight. The Macdonald Engineering Co. is repairing the Star elevator and the other elevators will soon be in as good condition as before the storm.



Elevator "A," Galveston, Tex., After the Storm.

T. W. Wood & Sons, seed growers and merchants of Richmond, Va., were awarded a gold medal for their exhibit at the Paris exposition.

Clover seed exports from New York for the week ending Sept. 30 were 1,719 bags, against 2,358 bags a year ago. Timothy seed exports were 2,278 bags, against 1,750 a year ago.

C. A. King & Co. write: Exports of clover seed from the United States during September were nearly 10,000 bags, against 9,000 last year, 6,000 two years ago and 2,000 three years ago.

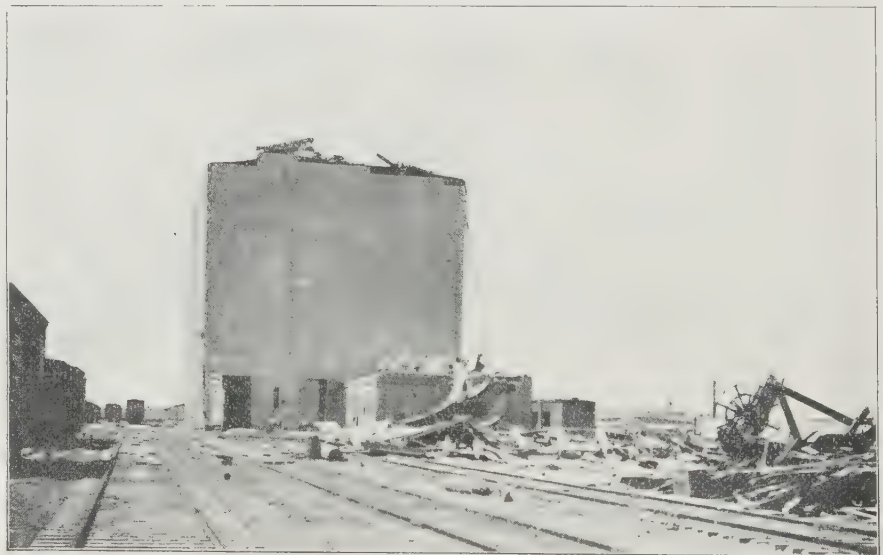
Cotton seed exports during the eight months ending with Sept. 1 have been 32,489,000 pounds; compared with 25,955,000 and 21,111,000 pounds during the corresponding months of 1899 and 1898.

W. H. Small & Co., seed dealers of Evansville, Ind., write: In regard to clover seed we can say that in ordinary years by this time, Sept. 26, we would have received 2,000 bags and we have not to date received 100 bags.

Our exports of flaxseed, as reported by O. P. Austin, chief of the Bureau of Statistics, for the eight months ending with Sept. 1 were 344,000 bushels; against 303,000 and 200,000 bushels for the corresponding periods of 1899 and 1898.

The receipts of clover seed at Toledo, O., as reported by C. A. King & Co., were 16,500 bags during September; compared with 27,000 bags a year ago and 8,000 bags two years ago. The September receipts were 39,500 bags in 1897, 11,600 in 1896 and 14,300 in 1895.

A seed dealer of Hamburg, Germany, writes J. F. Zahm & Co.: Regarding the situation of market, it is evidently very strong. Crops on this side prove to be on the whole only small, and Europe will no doubt have to look for imports to some extent from your side. We look



Elevator "B," Galveston, Tex., After the Storm.

this season up to Sept. 29 have been 17,462 bags; compared with 33,259 for the same time last season. The shipments were 14,417 bags, against 21,849 for the corresponding period one year ago.

The receipts of seeds at Peoria, Ill., during September aggregated 870,000 pounds, the shipments, 940,000 pounds. A year ago the receipts were 600,000 pounds, and the shipments 180,000 pounds, as reported by R. C. Grier, secretary of the Peoria Board of Trade.

Exports of timothy seed from the United States during the eight months ending with Sept. 1, as reported by O. P.

Jockusch, Davison & Co. suffered heavy loss by having flour and hay damaged by water.

Nearly one-half of the Minneapolis flour mills will be closed for an indefinite period, on account of the poor demand for flour. The foreign trade is said to be practically dead.

Towson & Co., grain dealers of Hagerstown, Md., have received an order for a quantity of seed wheat to be used on the farm of President McKinley, near Canton, Ohio.

SUITS AND DECISIONS

A common carrier cannot claim an exemption from the consequences of its own negligence, and a contract to that effect will not be upheld.

The courts hold that the measure of damages for failure to carry according to agreement is the difference in the market value of the goods at the time and place when they should have been delivered and the market price at such place when they were delivered. This decision will be found in 80 Mo. App. 164.

The Wabash Railroad Co. has brot suit at Toledo, Ohio, against the Toledo & Wabash Railroad Co., to recover on a judgment for \$23,319, with interest since 1894, which amount is alleged to be due for commissions and charges on grain. It is alleged that the defendant has not given the rebates during the past six years as provided in a contract made in 1880.

After a bill of lading made negotiable by statute has been assigned by the shipper for value to another, the contract thereby made cannot be rescinded without the consent of the assignee, and the issuance of a second bill of lading to the shipper, without the surrender of the first or the consent of the assignee, cannot affect his rights under the first contract. The Protection, 102 Fed. Rep. (U. S.) 516.

It has been decided that a demand for wheat under general laws of Minn. 1895, c. 148, sec. 4 (imposing a penalty for failure of a warehouseman to deliver grain after a demand to one holding a receipt therefor), made upon the minor son of the agent of the warehouseman at the usual place of business of the agent, did not constitute a proper demand of the agent or of the defendant. This was so decided in Ferch vs. Victoria Elevator Co., 82 N. W. 678.

Where, in a suit for limitation of liability arising out of a collision which resulted in the loss of the second vessel and her cargo, such vessel, although adjudged equally in fault, claimed and was awarded exemption from liability to her cargo owners under the provision of the Harter act, her owners have no right to be subrogated to the claims of the cargo owners against the insurer of the cargo, under the "benefit of insurance" clause of the bill of lading, because the court awards the entire fund for distribution to the cargo owners in preference to the vessel owners on account of the vessel's contributing fault, on the theory that such action necessarily imposed on the vessel the liability for loss of cargo. In such case the payment of claims entitled to legal preference, as permitted by admiralty rule 55, cannot be said to take anything from the holder of inferior claims, who have on interest in the fund until preferred creditors have been satisfied. Lakeland Transp. Co., 103 Fed. Rep. (U. S.) 328.

A traveling grain receiver suggests that if every country grain dealer would have his name on his elevator a correct list of dealers could be had by riding over the road without stopping to find out.

The monthly review of the Iowa section of the government weather bureau says: "The percentage 100 does not represent the ideal or bumper crop, but the usual results of the harvest in the section where the reporter resides. The matter is simple when it is fairly understood.

CENTRAL ELEVATOR, PITTSBURG.

Pittsburg is located on the site of the old Fort Duquesne, at the junction of the Allegheny and Monongahela Rivers, which form the head waters of the Ohio river. The position gives Pittsburg a natural advantage as a distributing point for grain. The part of Pennsylvania tributary to Pittsburg must look to it for grain feed supplies.

The various lines of railroads entering Pittsburg give the dealers the advantage of thru rates which permits western grain to be shipped there for distribution to interior points at the seaboard.

The accompanying engraving shows the Central Elevator, Pittsburg, which is operated by the Central Elevator Co., of

be held by itself and not mixed with that of other dealers.

The Pennsylvania Railroad company permits grain to be unloaded and held at this elevator for thirty to sixty days, after which it can be forwarded east to any point on its line at the through rate of freight. The only extra charge is the elevator charges, which are very low. Hence any dealer having trade in Eastern Pennsylvania or the New England States can not help but find it to his advantage to hold grain here in transit. He is then in a position to take advantage of an advancing market and to give his customers prompt service.

The storage rates are as low as is consistent with furnishing good service.



Central Elevator, Pittsburg, Pa.

which R. S. McCague is president, and John E. Gault, secretary.

This elevator was built in 1878, and succeeded the Pittsburg Grain Elevator which was destroyed by fire during the riots the year previous.

The Central Elevator is centrally located, being at the corner of Eleventh St. and Duquesne Way, and is, in fact, the only elevator in Pittsburg proper. It is on the tracks of the Pennsylvania Railroad and has excellent arrangements for switching and forwarding grain. The capacity of the elevator is 250,000 bushels, with about 200 bins, so that each car can be kept separate, if delivery is to be made promptly. It can furnish storage room to the trade for grain of like character at all times, so that each shipper's grain can

Where dealers simply want official weights, the grain can be taken from the cars and weighed in hopper scales and reloaded into the same cars at a nominal rate and with but little delay.

The elevator is well equipped for weighing correctly, new hopper scales having been installed recently, and every attention is being given to furnishing prompt and reliable service.

Oat clippers have been installed and oats are now clipped in transit and forwarded on thru rate of freight.

The Argentine government has spent \$7,395,000 since 1897 in an attempt to exterminate locusts. The best results have been attained by the use of torches dipped in tar.

FAILURE OF GASOLINE ENGINES.

The everlasting gratitude of gasoline engine builders is due to any one who enlightens some of the persons who are trying to operate gasoline engines and expecting that they will take care of themselves, says W. A. Hance, of the Stover Engine Works, Freeport, Ill.

One of our customers complained for a week that they could not start their engine, and they thought the difficulty lay in the spark. The writer made a trip to the engine, walked into the engine room and turned the engine over by hand, and immediately discovered that the engine had no compression. Chancing to glance at the exhaust lever, it was found that it had rusted on the pin, which was fitted rather tight, and it had stuck with the valve wide open. The writer hit the lever a tap with a wrench, when the spring brought it back in its place. The gasoline was then turned on, and rolling the engine over it started to do business just as it should. The reason the valve had stuck was that they had cemented the floor of their room, and the entire engine had rusted all over from the moisture.

Another instance of almost the same kind was the case of an 8-h.p. engine operating an ammonia compressor in a small ice plant. The engine refused to work, and the owners wired for a man from the factory. On his arrival, as usual, he turned the engine over by hand, and immediately noticed that the lever that controlled the admission of gasoline did not operate. Looking at the cam he discovered that the set screw had become loose, and the cam had worked along the shaft out of its place. The screw was found lying on the floor, and the parties who operated the engine were supposed to be mechanics. This was replaced and the engine was started in about five minutes after he entered the room.

In a printing office the engine had been erected by a man from the factory, and shortly afterward they decided to place it on a more secure foundation. They strengthened it and placed the engine back, after which they could not start it, for the reason, they claimed, that the pump would not pump the oil from the gasoline tank. A man was sent, and he discovered that on removing the engine they had removed the check valve between the pump and tank, and in replacing the engine had neglected to put in this valve. This was done in a few moments, and everything has been satisfactory every since.

On the writer's arrival in another case he discovered a very weak spark from the battery, and on opening the battery box found every thumb-screw connection on the battery loose. By merely tightening these connections the proper spark was produced, the wires attached to the engine and everything worked entirely satisfactory.

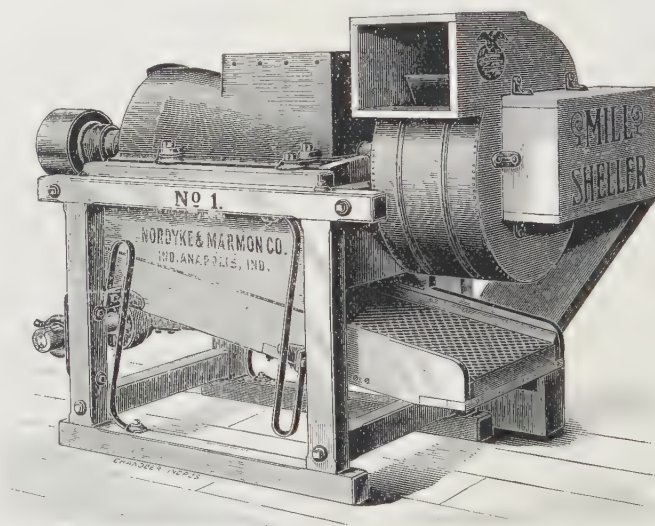
Ninety per cent of the trouble in starting gasoline engines is caused by the improper spark or by a short circuit, which does not allow the proper spark to ignite the charge. In some cases we find the binding post on the engine is loose, and by merely tightening the binding-post screw everything is satisfactory and the engine starts off all right.

The parties in one case had packed excelsior around the jars of the battery to keep them from freezing, and water had leaked on top of the box and soaked down into the excelsior and short-circuited the battery.

There are a thousand of these little points that occur, and if a man will reason from cause to effect, and look over his battery and connections thoroughly first, he will in nine cases out of ten be able to discover that the cause of his engine failing to start is something of this description.

A NEW SHELLER AND CLEANER.

A number of articles on the construction of corn cribs have appeared in the recent issues of the Journal that have embodied many practical ideas from dealers as to the best way to construct cribs for the protection of corn. It is as essential that corn should be well shelled and cleaned as it is to protect it from the rodents and elements. Good corn can be reduced to a lower grade by careless shelling and cleaning. Corn arriving at terminal markets containing many broken kernels, husks, silks and bits of cobs, will be graded lower by the inspectors than if it were perfectly clean.



A New Sheller and Cleaner.

The accompanying cut shows the Mill Sheller which is manufactured by Norbyke & Marmon Co., Indianapolis, Ind. This is a combined sheller and cleaner, and prepares the corn for either milling or shipment. The shelling part consists of a conical cylinder revolving within a conical casing. The revolving conical cylinder is keyed to the main shaft and can be moved on the shaft, which permits its being set farther away or closer to the surrounding case, thus giving adjustment to suit the size of ears and condition of the corn.

The shaking screen is supported on improved steel hangers, and motion is imparted to it by an eccentric. The suction fan is placed on the main shaft, and is so arranged as to draw out the silks, small pieces of cob, husk and other light material from the corn after it has passed the screen.

In the new style machine the position of the shelling cylinder has been reversed so that the corn and cobs are discharged on the head end of the shaker. This permits the travel of the corn and cobs over the full length of the screen. This sheller is self-feeding, practically noiseless and dustless, and is designed to give long and economical service.

THE SUPPLY TRADE

George G. Breckenridge has resigned the superintendency of the Foss Gas Engine Co., of Springfield, Ohio.

The new illustrated catalogue of the Jeffrey Mfg. Co., Columbus, Ohio, is now ready for distribution. Users of machinery should send for a copy.

The Lennox Machine Co. of Marshalltown, Iowa, has a new portable gasoline engine on the market. This engine is well adapted to operate portable elevators in place of horse powers.

The S. Howes Co., Silver Creek, N. Y., has recently erected a brick building and installed an electric lighting plant for lighting the Eureka Works. This company a short time ago increased the wages of its moulders and reports business good.

The Fanning Mill & Elevator Co. has been organized recently at Sioux City, Iowa. The following officers have

been elected: C. H. Lewis, president; Henry Wood, vice-president; J. M. Woodward, secretary; Pierce Ratliff, treasurer, and O. B. Orr, general manager.

A. H. Richner, Crawfordville, Ind., writes that he has recently sold his grain feeders to the following: McDill Milling Co., College Corner, O.; Marseilles Mfg. Co., Marseilles, Ill.; Bassett Grain Co., Kirkland, Ind.; Harting & Co., Elwood, Ind.; Sam Finney Grain Co., Mansfield, Ind.; T. M. Van Horn, Indianapolis, Ind.

B. F. Ryer, 11 Traders' building, Chicago, general western manager for the S. Howes Co., Silver Creek, N. Y., states that the Improved Eureka Oat Clipper, which was described in this journal last month, is attracting great attention from elevator operators, and that he has made a number of sales. Mr. Ryer says 2,400 bushels per hour, satisfactory work, is pretty hard to get around.

S. J. McTiernan, traveling representative of the Huntley Mfg. Co., has just returned from Texas, where he has been introducing Monitor machines to Texas dealers. He reports that "the farmers of the Lone Star state failed to take advantage of the six weeks of fine harvest weather, and lost over \$2,500,000 by hav-

ing a large crop of fine quality wheat and oats rained on and rained on until it was soaking wet, sprouted and badly damaged.

The Foos Gas Engine Co., Springfield, Ohio, has issued its catalog, No. 9, describing the Foos gas and gasoline engines. It is profusely illustrated with fine half-tone engravings, showing the various styles of engines made as well as many views of its extensive shops. A new edition of its instruction book has also been issued, which gives full direc-

GRAIN SHIPMENTS BY INLAND WATERWAYS.

Thirty or more years ago, when the Illinois and Michigan canal was new and there were not so many railroads with their network of tracks covering Illinois, shipments by this waterway were large. Much grain and package freight found its way to Chicago by this channel.

But as years went by the canal boatmen did not advance with the times, so a large share of their business gradually drifted

merly, are propelled by steam and often tow several barges.

That all faith in the old canal is not dead is evidenced from the fact that a new company has been formed at Joliet, known as the Wallace Transportation Co., to operate a line of packet steamers between Chicago, Joliet, Marseilles, Ottawa and La Salle. Boats will leave Chicago in the evening and deliver freight at these towns before morning. The new boats will be twin screw craft, that will make fair speed. This company expects eventually to use the Illinois River and run its boats at least to St. Louis.

There is no reason why grain can not be shipped advantageously by this route, and that a large amount of it will again find its way to Chicago by water.

We show herewith two pictures, one of a canal boat being loaded with grain at C. L. Douglass' elevator, Marseilles, Ill., and the other shows W. F. Boyers' elevator at Meredosia, Ill., on the Illinois River. This elevator has a storage capacity of 120,000 bushels and a crib capacity of 35,000 bushels. It is equipped with a sheller, two cleaners, one for corn and one for wheat, a meal and feed mill. A 40-h. p. steam engine furnishes the power. The elevator is well arranged for the economical handling of the business. Mr. Boyers' elevator is located on a switch of the Wabash R. R. and most of the shipments are made by rail.

The agricultural experts of the German government have declared in favor of raising the grain duties from 89 cents to \$1.19 cents.

Our exports of malt for the eight months ending Sept. 1 have been 208,000 bushels; compared with 321,000 and 334,000 bushels for the corresponding periods



C. L. Douglass Elevator, Marseilles, Ill.

tions for erecting and operating the Foos engines, and enables the purchaser to set up his engine without the expense of an expert.

THE LOST OPPORTUNITY.

Elevator men who have the facilities for handling wet and salvage grain shud not hesitate to install a grain drier and be in a position to reap large profits.

We have all heard the story of the Arkansaw Traveler, where the man would not repair his leaking roof because it was raining, and when it didn't rain, it didn't leak so there was no need of repairing it.

A certain elevator company in the Northwest is in the same boat and their leaking roof is the installing of a grain drier. They want one and fully realize what a money maker it would be for them, in handling some of the wet wheat in the Northwest, but they will not order one now as it would be too late in the season before it would be ready for operation and they do not get one early in the season because then there is no wet grain to dry. Had the company installed one, it would now have its money back.

The moral is, Be prepared for all emergencies.

The corn kitchen at the Paris Exposition was very successful in arousing an interest in corn foods. Many visitors went away pleased with the appetizing and nutritious foods. As, however, the raw materials for corn cookery are not on sale in European countries, the people are unable to obtain them, and the benefit of the exhibition is somewhat limited.

to the railroads, and now practically the only boats on the canal are a few that carry grain.

There are many good elevators that are located along this canal, as well as along the Illinois River, which depend partially upon boats for hauling their grain, and have the advantage of low rates for transportation. The type of boats used at the present time are much longer than for-

of 1899 and 1898, as reported by O. P. Austin, chief of the Bureau of Statistics.

The invention of a cotton-seed cleaner by John H. McCormick of New Orleans, La., promises to make the seed more valuable as an article of commerce. McCormick's delinter removes every fiber and leaves the seed clean and polished and in splendid condition for transportation.



W. F. Boyer Elevator, Meredosia, Ill.

GRAIN TRADE NEWS.

CANADA.

W. J. Conners, it is said, has begun work on the elevators at Montreal.

J. Robinson has resumed buying grain at Young's elevator, Cartwright, Man.

A 25,000-bushel elevator is being built at Caron by Baker & Reid, grain dealers of Winnipeg.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Canadian Northern Elevator Co. has been incorporated at Dauphin, Man., by T. A. Burrows and J. H. Hedderley.

Its new route to Quebec enables the Canada Atlantic railway to ship grain to Europe with one less handling than at present.

D. Horn, chief grain inspector, Winnipeg, Man., states that the least evidence of sprouting will cause wheat to grade damaged.

Grain is being bought at Chicago for the use of Canadian millers who have hitherto relied upon the Canadian North-west for their supplies.

Additional machinery is being placed in the cleaning and drying elevator of the Canadian Pacific railway at Port Arthur, Ont., which is under lease to J. G. King.

The Meaford Elevator Co., limited, has been incorporated at Meaford, Ont. Capital stock, \$130,000. Incorporators, J. E. Botsford, Mary Louise Botsford, Kate Sanborn Jenks and William Jenks, all of Port Huron, Mich.

T. L. Morton, Gladstone, Man., writes: New grain warehouses have been built on the Canadian Northern Ry. at Gilbert Plains and Grand View, Ont., by Corton Pearson and at Grand View, Ont., by Hedderley & Co. and E. O. Reilly.

Metcalf & Son, Portage la Prairie, Man., Sept. 23: The grain situation in Manitoba tonight is deplorable. It looks very much like what little crop we had is going to be altogether destroyed by the continued wet spell. There is practically nothing done yet on account of so much rain.

The Ontario grain standards board held its meeting at Toronto Sept. 19, and fixed the grades about the same as last year. Inspectors at country points find oats generally lighter. The Ontario wheat is found to be heavy and sound, but smutty. Barley will grade below No. 1, owing to lack of weight.

The inspection of wheat at Winnipeg in one week recently was only 195 cars, against 1,492 cars for the corresponding period a year ago. The small receipts at the present time are due, first, to the early drouth which cut short the crop, and, second, to the late rains which stopped the harvest.

The Northern Elevator Co., of Winnipeg, Man., will place grain drying apparatus at its elevator at West Lynne. The drying equipment will cost \$5,000 and will have a capacity of 3,000 bushels of wheat in 24 hours. The machinery will be housed in a brick building to be erected, and will be operated day and night during the winter.

The Northern Elevator Co., of Winnipeg, Man., is equipping its elevator at Emerson, Man., with grain drying appa-

ratus to handle damp or tough wheat for shipment thru Duluth. It is absolutely necessary that drying facilities be provided to overcome the conditions existing thru Manitoba on account of the wet weather. The plant at Emerson will handle grain shipped over the Northern Pacific Railway.

To familiarize the grain trade with its facilities the Canada Atlantic Railway recently invited the members of the Montreal Corn Exchange to an excursion down the Soulages Canal. The merchants made the first stop at Coteau Landing to see the fine 500,000-bushel elevator of the Canada Atlantic. The party then boarded the barge Dakota, which had been prepared with seats and tables for the occasion. After luncheon speeches were made advocating better harbor facilities for Montreal. Boarding a special train at seven o'clock, the party returned home from Lachine well pleased with the trip.

Thomas H. Metcalfe, of Portage la Prairie, Man., made a flying visit to Chicago last week to close negotiations for a Hess Pneumatic Grain Drier. While there he witnessed the parching of oats for milling purposes by fire heat in a modification of the Hess Drier, and was so impressed by the result that his order with the Hess Company includes facilities for cooking oats in his oatmeal mill, and he will remove his present kiln to make room for the Hess machine. This oats drier makes the oats ready for milling in 30 minutes and stirs the oats while drying, by gravity, without the use of a power driven appliance. The old kiln requires three hours' firing, and the oats are stirred by hand.

Northern Pacific Railway crop report for Manitoba: Threshing has been at a standstill, and the farmers waiting for continued dry weather to finish. Grain is coming in slowly, and grading No. 2 and No. 3 Hard. It is somewhat tough and discolored, but this will be improved if the weather remains favorable. Along the Portage branch the reports are of a similar nature. On both the Morris-Brandon branch and the Hartney extension work has been at a standstill on account of the wet weather. More than two-thirds of the grain is still in the shock, and a large percentage is sprouting, so that at best it will be of low grade. If wet weather continues, this grain will not be worth threshing. Some are of the opinion that it may dry out sufficiently to pass for No. 2 Hard, but it is doubtful if it will pass for anything.

CHICAGO.

Memberships in the Board of Trade are selling at \$1,850.

U. G. Peters & Co., grain and stock brokers, Chicago, have failed with \$73,000 liabilities and \$3,000 assets.

A car of Colorado flaxseed was received at Chicago Oct. 8, the first in years. The sample was pure, of good color and fine quality.

Rock Island Elevator B is being equipped with two outside iron fire escapes, and screens are being placed over all windows.

The eastern officials of the Baltimore & Ohio Railroad were in Chicago Oct. 3 to inspect the new B. & O. elevator, which is nearing completion at South Chicago.

The petition asking for a vote of members on the abolition of the 60-day rule has been granted. The directors of the Board will take a ballot on the question in a few days.

The suit of the Central Stock & Grain Exchange, an alleged bucket shop, against the Board of Trade, to restrain the cutting off of quotation service, will be heard Oct. 19.

G. Roy Bullen, who made the charges against Mr. Nash, has been "hoist by his own petard," the directors having expelled him from the Board for dishonesty in overcharging customers.

Judge Kohlsaadt has taken under advisement the application of the Exchange Telegraph Co. for a temporary injunction to restrain O. M. Stone and others from receiving Board of Trade quotations.

The inspected receipts of flaxseed at Chicago during September were 764,250 bushels, against 1,231,875 bushels during September, 1899. The shipments during the month were 522,880 bushels, against 775,435 bushels during September, 1899.

William C. Lyon, formerly a member of the Board of Trade, died Sept. 24 of heart disease. He was born at Conneaut, O., in 1852, and his Board of Trade experience began at the age of 16 with his father, who was an operator on the Board forty years ago.

James F. Peavey has resigned the vice-presidency of the Peavey Elevator Co., at Chicago, to remove to New York, where he has applied for a membership in the Produce Exchange and will transact export grain deals for Frank H. Peavey & Co.

The insurance of the Chicago Terminal Elevator Company, amounting to about \$5,000,000, will be divided in future as follows: City elevator, C. M. Nichols & Co.; Nebraska City, R. W. Hosmer & Co.; Iowa, Fred C. James & Co.; Union, Rogers & Rollo; Galena, Moore & Janes.

High winds Sept. 26 caused the Calumet Elevator, in process of construction at 96th street and the Calumet River, to sway to and fro to such an extent that the workmen quickly abandoned their perilous position. Block and tackle were attached to hold the cupola until braces could be put in.

The Columbia Elevator went into operation Sept. 14, after six weeks' idleness. The plant has a capacity of 200,000 bushels, of which 120,000 is in bins and 80,000 in tanks, and is situated on Robey street and Blue Island avenue. Albert De Groodt is superintendent for Armour & Co., who operate the house, which is owned by Geo. A. Seaverns.

The steamer Andrew Carnegie recently loaded the largest cargo ever taken out of the Chicago River. It consisted of 230,000 bushels of corn and was loaded at the Illinois Central Elevator. At about the same time the steamer Simon J. Murphy took a record-breaking cargo of 68,000 bushels of wheat and 189,000 bushels of corn out of the Calumet River.

The denial by Judge Seaman at Milwaukee of a temporary injunction to restrain the local bucket shops from using the Chicago quotations is not worrying the directors of the Board. The final decision of the Judge is expected to be in favor of the Board, as additional testimony is being taken showing how the Milwaukee concerns steal the quotations.

W. H. Merritt & Co. are running their elevator A, at 97th street, night and day, and will continue to do so for several weeks longer. A passenger elevator was recently installed. The fire pump, which was defective, has been overhauled and the suction pipe extended into the river. J. A. Reagan is superintendent of the house, which has 600,000 bushels capacity.

McReynolds' Elevator A, at 106th street, is a very busy house, working late into the nights. Screens are being placed on all windows, and a road is being constructed to make it easy of access to vehicles. A large fire pump is to be installed, together with a first-class system of stand pipes and hose on all floors. J. F. Kendall is superintendent of this 1,500,000-bushel elevator.

The scarcity of professional grain trimmers at Chicago became acute recently during the heavy shipments. The grain trimmers' union has maintained a labor trust for several years by refusing to admit new members. Their wages are \$10 to \$15 per day, and they do not intend to share them with newcomers. Such action will soon force the introduction of mechanical loaders.

Jeremiah McKee has been appointed superintendent of Rock Island Elevators A and B, as successor to the late Timothy Sammons. Mr. McKee has spent nearly a quarter of a century in these elevators, from weighman up, and his promotion is a deserved recognition of his valuable services. Chas. Counselman & Co. operate the plant, which is at 12th and 14th streets on the Chicago River.

Calumet Elevator B at 103d street, has been overhauled and repaired. The old foundation posts have been replaced with new ones under the entire structure. This house, and the A and C, have a capacity of 1,000,000 bushels each, while the adjoining D has 1,400,000 bushels capacity. The owners are Bartlett, Frazier & Co.; the operators, the Calumet Elevator Co., and the superintendent is John D. Sayre.

In advancing insurance rates on grain elevators the Western Underwriters' Union has decided upon a minimum premium rate of \$1.75 on \$100 for grain elevators and \$1.50 for grain in storage. To the basis rate is added thirty-two items for deficiencies of various kinds. The credits include an allowance for automatic sprinklers, outside sprinklers, watch clocks, and various other recognized fire protection improvements.

The new fire engine house in the grain elevator district on Goose Island will be completed Oct. 15. Armour & Co. erected the building, and the city will equip with the fire apparatus. Owing to the bad condition of the roads, access to the elevators can be had by the fire department from practically only West Division street. The elevators in this vicinity are Armour A and B, B Annex, Atlantic, Minnesota, and Minnesota Annex.

The first trial of Lloyd J. Smith on the charge of unlawfully shipping grain from a public elevator resulted in a disagreement of the jury. On the first ballot only one juror voted for conviction; on the last vote eleven favored conviction. The one juror who held out for acquittal was Frederick S. Ettinger, the son of Charles W. Ettinger, bookkeeper for Bartlett, Frazier & Co., grain dealers. A second trial on the remaining indictments is set for Oct. 15.

The annual meeting of the Board of Trade Mutual Benefit association was held Sept. 28. The old executive committee was re-elected, as follows: J. W.

Fernald, George W. Stone, Frank Marshall, Edward H. Brown, and C. H. Dougherty. The financial reports showed \$28,000 paid to beneficiaries during the year and \$401 cash on hand. Disbursements in eight years have been \$218,410. The association now has 773 members, a net loss of 30 for the year.

The Calumet Grain & Elevator Co.'s new elevator C, at 97th street, is rapidly nearing completion. Its capacity will be 350,000 bushels, and with elevators A and B will have a total of 550,000 bushels. The old boiler house, boilers and engines are being removed, having been replaced with a new power plant consisting of two Cook 150-h. p. boilers and a 600-h. p. Filer & Stowell engine. The elevators will be equipped with stand-pipe and hose on each floor, and a standard underwriters' fire pump will be placed at once. Henry Weber is superintendent.

Edwin Cottrell, who is well-known to Chicago traders from his former connections in this market, was found dead recently in Central Park, New York. It is believed he took his own life, as an empty bottle which had contained carbolic acid was found beside him. He was a member of the Chicago Board for 13 years, and for five years has resided at New York, where, until December, he was a member of the Produce Exchange. His speculative operations in the wheat pit were on the most extensive scale, and he has made and lost several fortunes.

W. J. Conners, of Buffalo, was in Chicago this week to confer with local capitalists and grain men who are interested in his plan to erect large grain elevators at Montreal. Mr. Conners said: Ground was broken on Oct. 2 for the foundations of the first elevator. The building now under construction will have a storage capacity of 2,000,000 bushels and a daily working capacity of 1,000,000 bushels. The elevator when completed will represent an outlay of nearly \$1,000,000. I have been here for the purpose of completing some details of our organization. We have not taken out incorporation papers, but probably will do so under the Canadian laws. A number of prominent Chicagoans, whose names I am not at liberty to mention now, are interested in the venture, and if the first elevator proves a paying investment it will be followed by several more.

ILLINOIS.

Morris Herbert, Polo, Ill., has repaired his elevator.

John Reeder & Sons, Lena, Ill., are overhauling their elevator.

A. Seward is building a new office at his elevator, Victoria, Ill.

A. J. Hall has bot the elevator of Eugene J. Jones at Milford, Ill.

E. Baumgartner will build a 35,000-bushel elevator at Cissna Park, Ill.

A brick engine house is being erected for the new elevator at Walnut, Ill.

A new boiler has been placed in McFadden & Co.'s elevator at Havana, Ill.

The Feldman Elevator at Aviston, Ill., is to be removed to the mill at that place.

William Callahan of Monarch, Ill., is arranging to have his elevator remodeled.

C. E. Bonner has bot a 25-h. p. steam boiler for his elevator at Cherry Point, Ill.

Maddock & Gilbert have engaged in the grain business at Prairie Township, Ill.

William McKeever, of Gibson City, Ill., has finished an elevator on his farm. It has a handling capacity of 5,000 bushels per day.

Charles Klein, of Kings, Ill., writes that he is no longer in the grain business.

The remodeling of Thomas New's elevator at Tomlinson, Ill., is nearly completed.

William Brownbach contemplates the construction of an elevator at Lakewood, Ill.

W. T. Farlow is conducting the business at the elevator of J. R. Martin, Alleville, Ill.

H. B. & E. A. Boyer, of Tampico, Ill., have purchased the Glassburn Elevator at that place.

C. C. Aldrich & Son, grain dealers at McLean, Ill., are building a large vault at their office.

Charles Hanson of Ohio Station, Ill., is negotiating with two parties who wish to rent his elevator.

C. R. Barton, of Lakewood, Ill., has engaged in the hay commission business at Louisville, Ky.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Mr. Eversole of Mayview, Ill., will engage in the grain business at a small town near Chicago.

O. Swainson, Pleasant Hill, Ill.: I have had a good deal of inquiries to my ad. of elevator for sale.

The old elevator at McVey, Ill., is being repaired by the new owners, Munday, Settlement & Co.

J. A. Andes of Tower Hill, Ill., has ordered a New Process corn sheller of the Marseilles Mfg. Co.

The elevator at Mattoon, Ill., operated by the Mattoon Elevator Co., is to be removed to a new location.

Mr. Ethel Davis is rapidly completing his new elevator at Cadwell, Ill. Modern machinery is being installed.

Horner & Co., Hume, Ill., have purchased and will immediately install a 500-bushel Fairbanks' Hopper Scale.

The Dixon Cereal Co. has been incorporated at Dixon, Ill., with \$9,000 capital, by John Forrest and others.

Dr. Thomas L. James, well known to grain merchants at Chicago and St. Louis, died Oct. 2 at Waterloo, Ill.

Fred & Searle Barnett will erect an elevator at Barnett, Ill., 20 x 30 feet, and equip it with modern machinery.

J. B. Walton & Co., of Urbana, Ill., are erecting a 25,000-bushel elevator on the former site of the Big Four shops.

George Ramsey has succeeded Arthur Masoncup as engineer of the Hasenwinkle Grain Co.'s elevator at Hudson, Ill.

A. C. Street, local manager for the Neola Elevator Co., at Parnell, Ill., has shipped 61 cars of new oats this season.

Work has been begun by G. T. Burrell & Co. on a 40,000-bushel elevator at Charlotte, Ill., for Rogers, Bacon & Co., of Chicago.

Clark & Rusk, of Rantoul, Ill., are erecting an oats bin at their elevator. The bin is 32 feet square and has 6,000 bushels capacity.

O. M. Kelley, of Dana, Ill., visited Peoria recently to buy a new gasoline engine, the old one being too small for his new elevator.

Benson & Bradford, of Colfax, Ill., have completed their new elevator and are negotiating with the railroad company for a switch.

The breaking of the eccentric of the engine at the new elevator at Allerton, Ill., caused several days' delay in the movement of grain.

William Ernst and Jacob Steiner of Mackinaw have leased land of the Lake

Erie & Western Railroad on which to erect an elevator, at Carlock, Ill.

J. S. Maloney of Mt. Carroll, Ill., has bot the elevator of Benjamin Hammer at Polo, Ill. The latter has retired after 35 years in the grain business at Polo.

George L. Blanchard, formerly in the grain business at La Salle, Ill., is now at Beardstown, Ill., doing missionary work for one of the presidential candidates.

James Hargreaves of Manhattan, Ill., was in Chicago this week and reported that their new elevator at Symerton, is about ready for operation. It has a capacity of 30,000 bushels.

W. H. Hutchins, formerly traveling representative of the Calumet Grain & Elevator Co., Chicago, has bot the elevator of Jas. H. Williams at Farmer City, Ill., and will operate it.

G. T. Burrell & Co. have just completed, at Anchor, Ill., a 125,000-bushel elevator for the Illinois Central Railroad, equipped with modern machinery and a 12½-h. p. Burrell gasoline engine.

Rogers, Bacon & Co., of Chicago, have completed a 15,000-bushel elevator at McDowell, Ill. The work was done by G. T. Burrell & Co., and the equipment includes a 6-h. p. Burrell gasoline engine.

Peoria, Ill., opened the corn carnival Oct. 3 under favorable auspices. For a distance of two miles the avenues leading to the corn palace are handsomely decorated for the occasion. The carnival continues 10 days.

W. H. Council's elevator on the Chicago & Alton Railroad at Williamsville, Ill., was burned at midnight, Sept. 25. The fire started in the Alton depot. The building was valued at \$10,000, and contained 5,000 bushels of corn. Insurance on building, \$6,000; on contents, \$2,500.

Government crop report, Oct. 2: Illinois—Good rains generally thruout the State placed soil in excellent condition for plowing and seeding; smaller acreage of wheat than usual; corn safe from frost and harvest in progress; yield will be large; pastures and meadows in fine condition.

The committee on legislation, of the Illinois Grain Dealers' Association, is sending each member several copies of the address delivered June 13, 1900, by Senator Isaac N. Hamilton, on public warehouses and their methods, which should be read by every voter without regard to party affiliation.

The Churchill-White Grain Co., of Chicago, is building elevators on the Three I Railway at Moronts, Seatonville and the C. & N-W. Junction, all in Illinois, and intends to have these elevators running within 30 days. This will make 18 elevators which have been built by the company on this railroad within the past year.

The farmers in the vicinity of Galesville, Ill., recently bot S. W. Allerton's elevator and placed a Mr. Evans in charge of it. He seems determined to keep local prices above the profit line and consequently Galesville is way out of line with surrounding markets. Something must drop if over-bidding continues much longer, and it may be in the form of an overdraft.

Frank Martin was severely burned recently in a gasoline explosion at Newlin's elevator, Hutsonville, Ill. He was carrying an open vessel full of gasoline past the engine for the purpose of filling the supply tank, when the fluid ignited, enveloping him in flame. He threw down the burning oil, put out the fire which threatened to destroy the elevator, and

then had his burns dressed. His right arm was cooked to the elbow.

O. E. Davis, grain dealer, operating an elevator at Lake City, Ill., on the Peoria Division of the Vandalia, recently had his head cut off at the neck. He was helping to get out some cars which had been loaded, and had climbed to the top of one of the cars to loosen the brake. The car quickly gained speed down grade, and the jar of striking the car ahead threw Mr. Davis to the ground with his neck against the rail. His head was completely severed before his horror-stricken assistants could rescue him.

William Smith, manager of the elevator at Buffalo Rock, Ill., for Dunway & Ruckrigel, had trouble recently with a farmer who attempted to drive upon the scales out of his turn. Mr. Smith ordered the farmer, Dan J. O'Connor, to hold back, but he would not. Manager Smith stepped outside the elevator, seized the horses by the bridle and tried to back them off the scales. O'Connor jumped from his wagon, and both men used abusive language. Smith backed into his office, took up a revolver, and, pointing it at O'Connor, told him to apologize or suffer the consequences. O'Connor did as requested, but later had Smith arrested for assault with a deadly weapon.

T. P. Baxter, secretary of the Illinois Grain Dealers' Association, writes: The semi-annual meeting of the Association will be held in Peoria, Oct. 11. There will be day and evening sessions, at one and seven o'clock. They will be held in the new city hall, and a very interesting programme has been arranged. The programme contains some very important business matters. The reasons for holding this meeting at that time and place, are: that the Peoria Corn Exposition and Carnival will be in full blast, which will be a very attractive feature, also the railroads will make a one-fare rate. We expect to make this a very pleasant and profitable meeting and hope to see the faces of all regular grain dealers.

R. C. Grier, secretary of the Peoria Board of Trade, in his monthly statement for September, gives the receipts at Peoria as 62,050 bushels wheat, 1,783,400 bushels corn, 1,180,000 bushels oats, 10,150 bushels rye, 167,600 bushels barley, 150,000 pounds broom corn, and 85,000 tons hay; compared with 78,150 bushels wheat, 1,606,050 bushels corn, 1,076,000 bushels oats, 7,800 bushels rye, 83,850 bushels barley, 600,000 pounds broom corn, and 41,650 tons hay, for September, 1899. The shipments for the month consisted of 31,850 bushels wheat, 209,800 bushels corn, 1,229,000 bushels oats, 9,100 bushels rye, 121,000 bushels barley, 135,000 pounds broom corn, and 95,250 tons hay, compared with 9,100 bushels wheat, 718,000 bushels corn, 946,800 bushels oats, 1,800 bushels rye, 48,700 bushels barley, 300,000 pounds broom corn, and 34,850 tons of hay during September, 1899.

The increase in the depth of water this season in the Illinois River, from La Salle to Peoria, compared with preceding years, is three feet, the result of the flow thru the Chicago drainage canal. George McWhorter, superintendent of the Turner-Hudnut elevator at Chillicothe, says: We are able to load grain barges to their full depth and get to market without the delays formerly so common on the river. Freight in full boatloads is less than freight in half loads, and we are able to buy grain—and are buying it—half a cent a bushel nearer the market price than last year. Our elevator will handle 200,000 bushels of corn and oats this fall, on

which we will pay not only the naturally higher prices this year but \$10,000 besides, representing the farmers' share of the cheapening of transportation. That can be charged to nothing else than the opening of Chicago's canal, which has sent the new flood down the valley.

PROGRAM ILLINOIS MEETING.

The semi-annual meeting of the Illinois Grain Dealers' Association will be held at Peoria, Oct. 11, 1900. Meeting will be called to order in the City Hall at 1 o'clock p. m. Following is the program:

Directors will meet in City Hall assembly room at 10 o'clock sharp. Prompt attendance desired. Complaints and current business will be disposed of at this meeting.

Address of Welcome—The Mayor.

Response—President B. S. Tyler, Decatur.

Telegraph and Bucket Shops—President Warren, of Board of Trade, Chicago.

Public Elevators and Commission Men—I. P. Rumsey, Chicago.

Reciprocal Relations Between Regular Shippers and Commission Merchants—J. W. Radford, Chicago.

"Grain Trade Talks"—E. G. Heeman, Chicago.

Advantages of the New Board of Trade Methods Over the Old—Wm. J. Pope, Chicago.

Revision of the Law Governing Public Elevators of Class "A"—S. S. Tanner, Minier.

Talk on the Trials and Tribulations of a Commission Merchant—C. S. Maguire, Cincinnati, Ohio.

Advantages of "Jumbo" Weighing Over Other Methods—F. F. Collins, Cincinnati, Ohio.

Evening Session.

Local Shippers Should Recognize the Rights of Brokers and Commission Merchants—J. D. Parrott, St. Louis.

Weighing Grain in St. Louis—With Recommendations—T. R. Ballard, St. Louis.

The Country Shipper Should Protect the Commission Merchant and Broker to the Extent That He Wishes Them to Protect Him—A. G. Tyng, Peoria.

Grain Should Be Bought So It May Be "Hedged" by Future Sales on the Board—P. B. Miles, Peoria.

INDIANA.

Fred Baum contemplates erecting a grain elevator at Stockport, Ind.

Z. H. Travis of Toledo is building an elevator at Peabody, Ind., 24 x 24 and 60 feet high.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Robbers entered Hoover's elevator at Hoover's Station, Ind., October 3, blew open the safe and secured \$15.

Joseph A. Bridge, sheriff of Carroll County, has bot the grain elevators at Sedalia, Ind., of Kerlin & Ryan.

S. Bash & Co., of Fort Wayne, are building an elevator at Zulu, Ind., on the Findlay, Fort Wayne & Western.

The elevator and mill of W. H. Butner at Thornton, Ind., has been purchased by A. Hogshire and John Kersey of Lebanon.

Churchill & Co. are building an elevator on the Findlay, Fort Wayne & West-

ern at Tillmanville station, Zulu post-office, Ind.

Geo. C. Wood of Windfall has purchased of Geo. A. White his grain elevator at Nevada, Ind., on the Pan Handle Railway.

The Henry county members of the Eastern Indiana Division of the Grain Dealers National Association held a meeting at New Castle, Oct. 1.

M. E. Harris, Cowan, Ind., Oct. 4: Corn crop is the best I ever saw. No wheat to handle. Usual acreage sown this time, with favorable prospects.

A stock company headed by J. P. Shoemaker of Indianapolis will build a grain elevator at Frankton, Ind., to replace the one which recently was burned.

The Samuel Born Grain Co. is now sole owner of the elevator at Crane, Ind. The plant is being operated by R. P. Ilgenfritz and James N. Kirkpatrick.

Fire at Radnor, Ind., Sept. 18, destroyed the elevator of Clawson & Rohrbach. Insurance, \$2,000. A passing locomotive is supposed to have started the fire.

The Union Hay & Grain Co., of Cincinnati, O., has bot the grain business at Lawrenceburg, Ind., of the Acme Milling Co., and has placed E. D. Moore in charge.

Richard Bros., hardware merchants of Roanoke, Ind., are attempting to conduct a scoop shovel grain business. They have no facilities for handling grain, and are irregular.

A corn bin of the elevator on the L. E. & W. R. R. at Oxford, Ind., was burst recently, causing a loss of time, grain and money. Did a barn builder try to stick it together? Moral:

H. Griffith, Columbus, Ind., has begun work on improvements and additions to his elevator that are estimated to cost \$5,000. The present capacity of 50,000 will be increased to 75,000 bushels.

The Woodburn Elevator & Milling Co. has nearly completed its grain elevator at Gar Creek, Ind., and will be ready to handle grain Oct. 15. The millwright work was superintended by Philip Moser of Sidney, O.

J. W. Bishop, grain dealer at Winchester, and Deerfield, Ind., died Sept. 20, after a two weeks' sickness of typhoid fever. He was a member of the city school board and a trustee of the M. E. church. A widow, a son and a daughter survive him.

M. E. Harris, Cowan, Ind.: The Journal is all right. It is the best real estate agent that I know of, because it deals direct with a class of people that want grain locations. You may stop my ad., as I have all the correspondence I care to answer at present.

David Gregory's elevator, on the Lake Erie & Western, at Hartford City, Ind., was burned on the night of Oct. 4, with 1,300 bushels of wheat, barley and clover seed and 4,000 pounds of wool. The fire is believed to have been of incendiary origin. Insurance, \$4,050.

Bartlett, Kuhn & Co., the well-known grain dealers of Terre Haute, Ind., have contracted to deliver 50 car loads of corn cobs to a milling company at Henderson, Ky., and are gathering up the supply on hand at different country stations. The cobs will be ground into feed.

Corn shud be bot by the 100 lbs. in states having laws prohibiting the use of the 70 lb. common sense bushel used in other states. Indiana corn must compete with the corn of other states and the margin of profit is not so large that the

grain dealers can afford to give part of it to the farmer.

Government crop report, Oct. 2: Indiana—Good rain in localities improved ground and wheat sowing progressed, tho many farmers are awaiting frost; much rye sown; great corn crop in shock and husking begun; tobacco all housed, curing well; potatoes dug, yield fair; good crop of sorghum cut; much broom corn gathered; clover seed yield fair.

A. S. Russell, president of the Newport Milling Co., Newport, Ind., was in Chicago last week and reported that the daily capacity of the mill had just been increased from 1,000 to 2,000 bushels. The old degerminators were thrown out and new Nordyke & Marmon Heaters put in. The new machines simplify the process and improve the quality of the goods. Mr. Russell reported the receipt of many enquiries from new districts for his New Process Grits.

Ben L. Coon has sold his elevator at Hemlock, Ind., to Geo. C. Woods of Windfall. In doing this Mr. Coon will give up his lease to the L. E. & W. elevator at Kokomo and the Pan Handle elevator at Nevada and retire from the grain business in that vicinity. Mr. Coon has accepted the position of traveling manager for The Churchill-White Grain Co., of Chicago; and the management of the company's eighteen elevators on the line of the Indiana, Illinois & Iowa Railway will be placed in his charge. Mr. Coon has been identified with the grain trade of Howard and Tipton Counties for the past ten years, and is held in high esteem by the trade in general.

A meeting of grain dealers of North Eastern Indiana was held at the Randall Hotel, Ft. Wayne, Tuesday, Oct. 2, and a division of the National Association organized, to be known as the North Eastern Division of the Grain Dealers' National Association. The constitution and by-laws of the Eastern Indiana Division, with the exception of name and counties included, was adopted. The new division will include the regular grain dealers of Allen, DeKalb, Huntington, La Grange, Noble, Whitley, Wells and Steuben counties. H. L. Combs of South Whitley was elected chairman, and E. M. Wasmuth of Roanoke secretary and treasurer. The temporary chairman of each county will soon call the regular dealers of his county together to select a permanent chairman, who shall represent his county on the Board of Managers and look after the interests of the Association and members in his county.

IOWA.

M. Ammerman of Perry, Ia., is not a grain dealer.

A. & H. E. Caldwell are scooping grain at Wauke, Ia.

Lockwood's elevator at Sheldahl, Ia., has been newly painted.

Batthey & Monahan of Portsmouth, Ia., are repairing the elevator.

George Sims is having the elevator at Portsmouth, Ia., repainted.

Swicker & Dixon have completed their new elevator at Hartwick, Ia.

John H. Rathman is doing a scoop shovel business at Kingsley, Ia.

John Lafferty, of Neola, Ia., will put in a suction fan and other machinery.

The Western Grain Co. has bot the elevator of George Merrill at Judd, Ia.

Work on E. L. Ericson & Co.'s new elevator at Story City, Ia., is progressing.

The Knittle Grain Co., of Sioux City, Ia., has been declared insolvent, owing

to the death of the proprietor from heart disease. Patrons lost several thousand dollars.

E. A. Packard is attempting to do a scoop shovel grain business at Manilla, Iowa.

Larson & Johnson are conducting a scoop shovel grain business at Ringstead, Iowa.

Prairie City, Ia., has two scoop shovel grain shippers, John Offil and G. B. Coffee.

Grave & Miller are installing a gasoline engine in their elevator at Duncan, Ia.

Nye & Schneider Co. will place a Hall Distributor in their new elevator at Stout, Ia.

Fred Hoffman will build a 25,000-bushel elevator at Walker, Ia., on the B. & C. R. & N. R. R.

Robberts & Davis, Rippey, Ia.: The Journal is all right; do not care to do business without it.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

D. Jenks of Coon Rapids, Ia., has installed a Burchard Distributing Spout in his fine elevator at that place.

Osborn & Davis, grain and lumber dealers at Scranton, Ia., it is said, will put up a dry house for lumber.

S. B. Fritz and T. J. & B. W. Byrnes are attempting to conduct a scoop shovel grain business at Pocahontas, Ia.

Younglove, Boggess & Co. have contracted to build a 40,000-bushel elevator at Laurens, Ia., for L. W. Wheeler.

A. C. Ackley has bot the grain and lumber business of Perkins Bros., Keswick, Ia., and will take possession Jan. 1.

The Western Grain Co. has repaired and remodeled its elevator at Highview, Ia., and installed a new gasoline engine.

Geo. F. Salyers & Co., Strahan, Ia., So. Oct. 3: Fair corn crop here; farmers say it will make about 35 bushels to the acre.

Shaw & Binder, Colo, Ia., have contracted with Younglove, Boggess & Co. for the erection of a 40,000-bushel elevator.

F. D. Campbell is now operating with regular facilities at Winterset, Ia. The other regular grain dealer at that station is M. L. Young.

I. E. Travis, of West Chester, Ia., is in Illinois and regularly employed by the Neola Elevator Co., of Chicago, in elevator construction.

A. M. Davidson has awarded the contract for the construction of a 20,000-bushel elevator at Riceville, Ia., to Younglove, Boggess & Co.

The starch factory at Sioux City, Ia., has again been placed in operation by the National Starch Co., with its capacity increased to 3,000 bushels of corn per day.

The side of the elevator at Long Grove, Ia., operated by the D. Rothschild Grain Co., fell out recently. Owing to lack of cars, Agent C. F. Jacobson had too much grain in store.

George A. Groves of Arion, Ia., is doing a scoop shovel business at Buck Grove, at which point the regular dealers are W. C. Johnson and the St. Paul & Kansas City Grain Co.

The Kansas City Elevator Co. has acquired the Farmers' Elevator at Coon Rapids, Ia., and the town has only three dealers: D. Jenks, the McFarlin Grain Co., and the Kansas City Co.

Fire at Algona, Ia., Sept. 25, destroyed the elevator on the C. & N-W. Railway, owned and operated by Samson & Paine. Insurance on building,

\$800; on machinery, \$200; and on grain, \$500.

D. Fesler, Riverside, Ia., has built a new engine house at the elevator. The Ivens Grain Co., Perrin, Ia., will enlarge its grain elevator and will install a 25-h. p. gasoline engine already purchased.

The younger of Schoeneman Bros. is doing a neat business at Scranton, Ia., where they have one of the finest elevators in that part of the state. The firm put up a large dry house last summer for their lumber trade.

M. T. Russell, Des Moines, Ia.: Each number of the Grain Dealers Journal is worth to me all the paper costs for one year. I am buying grain from country dealers, and the reporting of changes in each issue is saving money to the track buyer.

C. F. Peterson, Scranton, Ia., Sept. 26: Few bushels of oats stored in this vicinity this year, against hundreds stored last year, because of the exceedingly wet weather of the past few weeks, some elevator men finding it impossible to take in any oats at present.

John Lafferty, Neola, Ia.: The average yield of wheat this season in this vicinity is about 9 bushels per acre. Farmers are complaining corn being damaged by too much rain. Anyone sending special bids on barley, rye or oats to Neola is wasting so many stamps.

Geo. F. Salyers & Co., Strahan, Ia., have completed their elevator. It is equipped with Dickey Overblast Cleaner, New Process Sheller, No. 8 Bowsher Grinder, Fairbanks Hopper Scale, and 16-h. p. Waterloo Engine. The capacity is 8,000 bushels, and the cost \$3,000.

The recent wet weather is giving a great deal of trouble to William Knox at Ralston, Ia. It seems that the surface water runs underneath the building and into the tank containing the elevator boot. There is nothing like having a large high tank where the ground is low.

C. F. Peterson of Scranton informs us that Moorehouse & Son, of Glidden, Ia., have completed an addition to their elevator, which was necessitated by the burning of their other elevator in May. The building now is 24 x 64, with bins 24 feet deep, and is equipped with a new Barnard & Leas Separator, and a new 10-h. p. Otto Gas Engine.

Samson & Livingston, of Washington, Ia., have begun work on a new elevator to be completed before snow flies. The house will have seven hoppers bins of crib construction with 40,000-bushels capacity. An 8-h. p. gasoline engine will be installed in an engine house to be erected 20 feet distant. The elevator building will be 32 x 34 and 60 feet high.

Government crop report, Oct. 2: Iowa—Farm work retarded and lodged corn somewhat injured by excessive rains; unthreshed flax, clover and millet also injured, but aggregate damage not heavy; conditions favorable for fall seeding and pastures are much better than usual; vegetation generally uninjured by frost; as a whole the season has brought ample returns.

W. H. Bickel of Vinton, Ia., was in Chicago last week and reported that the firm of Wallace Bros. has been succeeded by Wallace & Albert. They have an elevator of about 25,000 bushels. The only other elevator at Vinton is a 10,000-bushels elevator, operated by Burke Bros. A. S. Chadbourne is not engaged in the grain business at Vinton, altho he lives there. He has an interest in the

firm of St. Clair Bros. & Co., of Mount Auburn.

KANSAS.

J. C. Moore is building an elevator at Irving, Kan.

The new elevator of Tudor & Co., St. Johns, Kan., is about completed.

Joslin & Hart are placing the foundation for their new elevator at Randall, Kan.

The Olathe Milling & Elevator Co., Olathe, Kan., is building a large store-room.

Mr. Hadley, miller of De Soto, Kan., is adding a 20,000-bushel storage elevator to his plant.

W. H. Rogers has bot a half-interest of Mr. Wagner in the elevator of Derge & Wagner, at Lebanon, Kan.

W. W. Price has sold his grain business and drug store at Huron, Kan., and will remove to Blackwell, Okla.

The elevator of Jacob Winterscheidt at Germantown, Kan., was burned on the night of Sept. 18, with 400 bushels of grain. Fully insured.

The notoriety given the Kansas Grain Dealers' Association by politicians' talk of "trust" has not harmed the association, but has been a direct benefit by interesting the dealers.

N. B. Hieatt, of Willis, Kan., who sold his elevator as reported in this column, has formed a connection with the Moffatt Commission Co., of Kansas City, and will travel in its interest, soliciting business from regular dealers only.

Government crop report, Oct. 2: Kansas—Rains stopped field work in east half of state; threshing, plowing and sowing continued in west half; wheat up in all counties, good stand, growing well; shock corn and hay stacks injured by heavy rains and overflows.

Chris Hoffman, of Enterprise, Kan., who is the fusion nominee for state senator from his district, is placed in an embarrassing position by the declaration of his party's state campaign committee that there is a grain trust. Mr. Hoffman is engaged in the grain and milling business on an extensive scale, and has declared that there is no grain trust. According to the populists the dealers are buying grain on a margin of 11 cents, and will have a profit this season of \$7,000,000. The Kansas dealers will soon be riding automobiles and sporting diamonds as big as hens' eggs. Alas! 'tis but a dream.

MICHIGAN.

A new 7-h. p. Foos Gas Engine has been placed in the elevator at Excelsior, Mich.

The wife of C. A. Burks, Detroit, Mich., has returned from Europe, where she has been for three months.

The new elevator of Bromfield & Colvin, at Bay City, Mich., will be equipped with a 6-inch, 15-duct Hall Distributor.

McLaughlin & Ward of Leslie, Mich., are equipping their elevator with electric lights to enable them to run the bean-picking machines at night.

Government crop report, Oct. 2: Michigan—Winter wheat and rye seeding well advanced in central counties and becoming general in southern, where more rain is needed for proper germination.

Curtis Bros., of Reed City, Mich., have nearly completed their up-to-date 25,000-bushel elevator and are now in a position to handle their large rye trade in a more efficient manner. They contemplate erecting several smaller elevators at different points in the near future.

The proprietor of the burned McMorran Elevator at Port Huron, Mich., became an insurance agent, it is said, in order that he might save the commission on his insurance. It is also said that as agent he accepted policies for \$4,000 from companies that are notorious under-grounders. The insurance has been adjusted at \$176,700. The loss is placed by Mr. McMorran at \$225,000.

MINNESOTA.

Jay Manson will buy grain at Ruthton, Minn., for the Parks Elevator Co.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

George Lille has been given charge of the new elevator of the Cargill Elevator Co., at Borup, Minn.

Follett Bros., of Sherburn, Minn., are removing their elevator to the line of the M. & St. L. Railroad.

George C. Stevenson of St. Charles is erecting an elevator on the Winona & Western at Rochester, Minn.

J. E. Stephens, Minneapolis, Minn.: I like the Grain Dealers Journal very much, and do not care to have it stopped.

The Pioneer Steel Elevator Co., Minneapolis, Minn., has let the contract for five additional steel tanks of 100,000 bushels capacity each.

The Minnesota Grain Co. has sold the mill at St. Charles, Minn., to Louis Snell. It formerly was the property of the O'Neill Elevator Co.

Knute Mikkleson will buy the elevator of the W. W. Cargill Co., at Delavan, Minn., of which he has had charge for several years as agent.

Howard & Bemis, of Kenneth, Minn., have bot the elevator of Ryan & Berg and will operate the house in connection with their own elevator.

Lightning bored three large holes in the cupola of N. N. Nuenburg & Co.'s elevator at Olivia, Minn., Sept. 9. The heavy rain prevented fire.

The seven railroads doing business in Southern Minnesota have accepted the compromise with the state railroad commission and will reduce the grain rates to the new basis.

The St. Anthony & Dakota Elevator Co., of St. Paul, Minn., has filed amended articles of incorporation, changing its principal office to Minneapolis and increasing the capital stock to \$1,000,000.

F. H. Peavey & Co., of Minneapolis, Minn., will handle lignite coal this winter thruout the Northwest, having closed a contract with miners in Bennett and Burleigh Counties for 75,000 tons of this fuel.

The Midland Linseed Oil Co. has been incorporated at Minneapolis, Minn., with \$400,000 capital stock, by E. C. Warner, E. C. Bisbee and W. C. Stone, to operate the new Warner oil mill, which is about completed.

T. McMichael, Jr., of Lake City, Minn., informs us that William Raw, formerly of that place, is buying grain at Frontenac, Minn., for T. McMichael & Son, and will not rebuild his elevator which was burned in April.

George J. Morton and Kenneth R. Guthrie have engaged in the grain commission business at Minneapolis, Minn. Both have had experience, Mr. Morton with Peavey & Co., and Mr. Guthrie with the Empire Elevator Co.

Government crop report, Oct. 2: Minnesota—Two rainy days retarded threshing; grain in shock and in many stacks in bad condition; late uncut flax killed by

freezing on 27th, and flax injured by wet; season's plowing well advanced.

Elevator No. 4 at Raymond, Minn., owned by the Duluth Elevator Co., was struck by lightning and burned Sept. 22, with 15,000 bushels of wheat. Loss, \$5,000. Peavey & Co. will rebuild the house with 25,000 bushels capacity.

The Barnett & Record Co. has completed the four tanks of patented tile construction for Nicholls & Taylor of Minneapolis, Minn. Each of the tanks has a capacity for 94,000 bushels, and will considerably increase the storage of their Elevator H.

Henry M. Case, Alden, Minn., Sept. 27: Grain as a whole in this part of Minnesota is an excellent crop this year and of very good grade, tho the excessive rains of September have damaged thousands of bushels. Owing to the rains, threshing will be prolonged to December.

The Brooks-Griffiths Co., grain dealers of Minneapolis, Minn., has bot the elevator at that place operated by the old firm of C. A. Pillsbury & Co., and will install a drying equipment, and run the plant in connection with its two other elevators. The capacity is 600,000 bushels, and the property is valued at \$50,000.

The Consolidated Elevator Co. of Duluth, has ordered another large grain drier, the Hess Pneumatic. This will be a duplicate of the one erected last year at Elevator H, by the Hess Warming & Ventilating Co., and will be at Elevator B. With the increased facilities for drying, the Consolidated will be able to care for 25,000 to 40,000 bushels of damp grain every 24 hours.

A. M. Palon's elevator at Northfield, Minn., was burned to the ground Sept. 26. The fire was discovered in the engine room at 8 p. m., and burned rapidly. Loss on building, \$4,700; insurance, \$2,500. The elevator was built by Kelly & Tripp, and afterwards purchased by the Northfield Elevator Association and operated by E. M. Walbridge, until it was recently bot by Mr. Palon, who resides at Dundas.

OUR MINNEAPOLIS LETTER.

Altho very heavy rains during the past two or three weeks, are believed to have done considerable damage to wheat in shock and stack reports from sections where damage was most severe have not been forthcoming.

Traveling Passenger Agent Peterson of the Minneapolis and St. Louis road who has just returned from a trip into North Dakota, Manitoba, and Alberta, says: The terrible condition of wheat in the country through which I passed is almost beyond belief. What little wheat farmers did raise after the terrible drouth of the spring and early summer has been utterly ruined by the soaking rains which have fallen for the past month. A great deal of wheat was in shock when the first heavy rains fell and the weather has not cleared sufficiently since to thoroughly dry it. The result is that wheat still stands in shock and will never be threshed, for it has sprouted and attained a good growth. Stacked wheat is in but little better shape, for farmers were careless in stacking and the stacks now present a beautiful green appearance, as the result of the grain becoming wet and sprouting. There is little wheat in the territory through which I passed that is saleable and farmers will make no effort to thresh or market it. The early frosts and the heavy rains have ruined the flax, and what promised to be the salvation of the farmer this fall is in a great measure

destroyed. Notwithstanding the destruction of their crops, the people in that country do not seem to be discouraged and when the weather will permit they are preparing their fields for another crop.

In corroboration of the statement of Mr. Peterson, the St. Anthony and Dakota Elevator Co. of this city, which has a large line of elevators in Minnesota and North Dakota on the Great Northern road, has received reports from 62 stations, which show that 33 1-3 per cent of the wheat in their territory is still in stock; 17 2-3 per cent in shock and 49 per cent threshed. That which is still in shock is sprouted so that it will not be threshed and a great deal of the stacked wheat is ruined so that it will not sell for milling purposes. In many instances farmers have abandoned the idea of threshing altogether and have been devoting their time to fall plowing with the result that 44 1-2 per cent of the acreage is plowed.

Receipts of cash wheat at this market have been running light during the past three weeks, and fully half of these receipts graded below No. 2 Northern. Up to today there has been a very active demand for wheat fit for milling purposes, but today the milling demand has dropped off almost entirely owing to the mills being closed, thus leaving the elevators to take the bulk of the wheat.

We have had an active trade in options and the commission men are well satisfied with the outlook. Fully 90 per cent of the option trading of the Northwest is now being done in this market. In fact, we are doing such a heavy business that the present building is much too small and the members voted to buy the corner adjoining the present building and erecting thereon a ten or eleven story, thoroughly modern building to cost about \$400,000. It is expected to have the foundation completed this fall and the new building ready by the next crop.

The following officers of the Chamber of Commerce were elected Thursday, Oct. 4, at the annual election: President, John Washburn; vice-president, two years, E. S. Woodworth; vice-president, one year, F. W. Commons. Board of Directors, H. L. Little, G. F. Piper, C. C. Wyman, B. H. Morgan, and P. B. Smith; Board of Arbitration, J. D. McMillin and W. T. Hooker; Board of Appeals, H. W. Commons, and J. R. Martin.

H. E. S.

MISSOURI.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Kansas City bucket shops are receiving quotations regularly and conducting business undisturbed.

The Thayer-Kentner Commission Co. has engaged in the grain commission business at Kansas City, Mo. George E. Thayer is one of the firm.

Wheat arriving at Kansas City, Mo., early during the present month contains some weevil. Mild weather has caused the insects to multiply rapidly.

L. E. Holdridge, of Logan & Holdridge, grain dealers at Kansas City, Mo., died Oct. 3 at Pond Creek, Okla., where he was interested in the milling business with his father.

The proposition of the Exchange Telegraph Co. and the Chicago Board of Trade, to furnish continuous quotations for \$300 per month, has been declined by the directors of the St. Louis Merchants'

Exchange, on account of the restrictions imposed.

The F. W. Aufderheide Commission Co., one of the oldest firms in St. Louis, Mo., has taken out a state charter. Capital stock, \$25,000; incorporators, Fred. W. Aufderheide, A. O. Aufderheide and Frank W. Aufderheide.

George W. Best, weighmaster for the Western Grain Association, St. Joseph, Mo., while on his way to the Harroun Elevator at Elwood, Kan., narrowly escaped death from a live electric wire. The horse he was driving stepped on the wire and was instantly killed.

Government crop report, Oct. 2: Missouri—Wet weather retarded wheat sowing and cotton picking and damaged corn in shock and on stalk where down; seeding completed in some counties, but bulk of crop yet to be sown; soil in good condition; seed germinating well, some wheat covers ground; pastures improving rapidly.

NEBRASKA.

Send us the grain trade news of your district.

Emry Marshall has bot the grain elevator of E. J. Irland at Weeping Water, Neb.

The Nebraska Elevator Co. is enlarging its elevator at Agnew, Neb., to double the former capacity.

The Nebraska Elevator Co. is said to have bot the grain business at Rockford, Neb., of Mumford Bros.

The Dowling-Furcell Co. have purchased two 6-inch 12-duct Hall Distributors for their new buildings at North Bend, Neb.

The Evansville Grain Co. is shelling 150,000 bushels of corn which has been stored along the Grand Island Railroad in Nebraska since 1897.

C. D. Moffitt, of Milligan, Neb., has remodeled his elevator. A gasoline engine has replaced the team which formerly furnished the power.

S. N. Wolbach, grain dealer at Grand Island, Neb., has not retired, as erroneously stated in this column. Nor has he been succeeded by A. D. Sears. Mr. Wolbach informs us that he is in the grain business to stay.

Government crop report, Oct. 2: Nebraska—Cool, wet and cloudy; heavy frost in northwestern portions, but nothing damaged; plowing and seeding nearly finished; fall sown grain growing well; pastures continue good.

OUR OMAHA LETTER.

H. J. Roberts succeeds J. V. Ainsworth at Deweese, Neb.

S. Bittenbender has succeeded P. Bennett at Newcastle, Neb.

Evans & Hair have succeeded G. C. McCandless at Prairie Home, Neb.

Stack & Witte have built a new house at Thompson, Neb., on the Rock Island.

Thomas Cochran of Lincoln has bot the grain business of R. M. Tidball at Sterling, Neb.

W. H. Ferguson has purchased and is now operating the old G. M. Murphy elevator at Crete, Neb.

William Germer of Plymouth, Neb., has succeeded B. W. McLucas at Jensen, Neb. C. W. Harvey is operating the other elevator at Jensen.

The Nebraska Elevator Co. has bot the Councilman Elevator at Virginia, Neb., and has succeeded George W. Lowrey at Desler, Neb.

During carnival week there were an average of 35 grain dealers daily visiting the Board from western Iowa, Da-

kota and Nebraska. When not sight seeing on the midway they made the Board of Trade building their headquarters, watching quotations and chatting with friends. M. N. B.

NEW ENGLAND.

W. A. Cowley of Concord, N. H., is enlarging his grain warehouse.

H. F. Bailey of Old Town, Me., is enlarging his grain warehouse and putting in an elevator leg.

Arthur Sikes has bot Bowker's steam mill at Suffield, Conn., and will remove the building and use it as a grain warehouse.

H. A. Wheeler of Whitingham has bot the interest of Martin L. Fox in the grain business of Porter & Fox, at Wilmington, Vt.

The Swan & Sibley Co., of Belfast, Me., is building a grain elevator on the wharf to unload grain from vessels. The machinery will be operated by electric power.

Edward P. Merrill, grain broker, Portland, Me., writes: There is some call for old corn quick shipment. A considerable new yellow for October and November shipment has been bot. No new corn for December shipment has as yet been bot. At this writing the call for oats is light. No interest in millfeed. Millfeed will wake up and stir around about November 1. Many mixed cars of mill products are coming into the state and are injuring the trade.

NEW YORK.

Daniel D. Mangam, of D. D. Mangam & Co., grain dealers at New York, died at his home in Sing Sing, Sept. 26. He had suffered four years from a stroke of apoplexy. He was born in 1828 at Sing Sing, and in 1866 succeeded to the grain commission business of William D. Mangam, subsequently becoming the lessee of Pier No. 6, and of two floating elevators.

The large bean elevator at Mt. Morris, N. Y., on the Lackawanna, owned and operated by Ferrin Bros., of Rochester, was burned shortly after midnight Sept. 21. The elevator had been undergoing expensive repairs for two weeks, and was not yet in operation. The building was over a quarter of a mile from the nearest fire hydrant, and nothing could be done to save it. As there had been no fire in the building for a week previous, Local Manager W. D. Shults believes the origin was incendiary. The firm has been doing a good business at Mt. Morris and will probably rebuild. Loss, \$8,500; insured.

Gross inefficiency of the Brooklyn Fire Department is responsible for part of the \$100,000 loss by the recent fire on the Atlantic Docks. One elevator burned until it was destroyed, and as the men were about to leave it was discovered that the flames had eaten into the adjoining warehouse, a discovery which could have been made in time to prevent the bad fire which followed, had the men taken the trouble to examine the surroundings. The second fire destroyed the elevator and machinery of the Limond Grain Drying Co., which had just installed new machinery to replace that destroyed in a fire at the same place, which occurred six weeks previously.

Robert Annan, a member of the New York Produce Exchange committee on freight rate discrimination, says, with regard to the new Buffalo-New York rail-

road grain pool: This pool will do away with all competition between the railroads in the state running from Buffalo to this port. It would seem as if the railroads in this scheme were trying to lose business. Trade will undoubtedly be diverted from this city if this plan of having one manager for the whole concern dictate the freight rates to traders and owners is persisted in. According to the scheme, moreover, free storage will be done away with, and this alone would be enough to make the lines lose trade.

NORTHWEST.

Klodak & Colda are building an elevator at Tabor, S. D.

Farmers' organizations are building elevators at Davis and Beresford, S. D.

The McCaull-Webster Elevator Co. is placing a gasoline engine in its elevator at Gayville, S. D.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

At Avon, S. D., elevators are being built by J. Knudson & Co., J. J. McDonough, and J. H. McMahon.

D. K. Whelan has removed from Winthrop, Minn., to Wilson, S. D., to buy grain for the Pacific Elevator Co.

Ben Lloyd of White Lake has succeeded L. W. Lewis as local manager for the Spencer Grain Co., at Mitchell, S. D.

A Hall Distributor will be installed in the new elevator of the St. Anthony & Dakota Elevator Co., at Kindred, N. D.

A site for an 18,000-bushel elevator at Astoria, S. D., has been granted to the Lake Preston Milling Co., Lake Preston, S. D.

The Astoria Farmers' Elevator Co. has been incorporated at Astoria, S. D. Capital stock, \$5,000; incorporators, C. J. Peterson and others.

H. W. B. Souther, manager of the elevator at Dell Rapids, S. D., recently fell from the top of an empty bin to the floor, a distance of 35 feet, crushing his nose and skull so badly that he died.

J. F. Geeslin, agent for the farmers' elevator at James, S. D., has left for parts unknown with \$2,700 of the farmers' cash, and it is believed the books show an additional shortage of \$1,800. The surety company which was on his bond has paid over \$3,500 to the farmers' company.

Younglove, Boggess & Co. have recently closed contracts to erect a 20,000-bushel elevator at Avon, S. D., for J. J. McDonough, a 25,000-bushel elevator at Geddes, S. D., for J. Knudson & Co., and a 30,000-bushel elevator at Hurley, S. D., for the Farmers' Co-operative Elevator Co.

Jamestown Alert: Reports concerning Monday's storm in the north part of the state indicate that it was pretty general thruout the northwest and the fall of rain unusually heavy in the northern part of the state. The rain fell in torrents and grain in shock was so thoroly soaked as to render it practically worthless. The extent of the loss to farmers caused by the rain cannot be estimated, but it is very great. A good deal of flax has been cut and this is practically destroyed. In fact, farmers say that flax already cut will not be worth threshing, and some of them express a belief that the portion of the crop left standing will be of little value.

Government crop report, Oct. 2: North Dakota—Continued wet weather has delayed threshing and further damaged grain and hay in stack; threshing only about half done; killing frost in nearly every part of the state has dam-

aged all vegetation not previously matured. South Dakota—In many middle and northern counties damp condition of grain stacks delayed threshing; rains interrupted haying and damaged some bunched hay, flax, and millet; corn cutting practically completed; plowing and winter rye sowing progressed satisfactorily; considerable complaint of potatoes rotting; killing frost general middle of week, damaging late uncut flax in north portion.

OHIO.

Two elevators are to be built, it is said, at Leoti, O.

Write us occasionally the grain trade happenings of your territory.

Bakhaus, Kuenzel & Wint have rented the elevator at Chickasaw, O.

Work has begun on rebuilding the burned elevator of Poffenbach & Magee at Elmore, O.

Smith & Son, of Ohio City, O., have sold their elevator, which cost \$4,200, for \$2,500 in cash.

John Wint of Chickasaw, O., writes that C. F. Wissman has bot the elevator of Henry G. Schmidt.

It is said that David Keoster, of Greenville, O., contemplates building an elevator at Dunkirk, Ind.

L. A. Pugh, of Mark Centre, O., has his 12,000-bushel elevator completed, and will soon buy a feed grinder.

Namon Knight, grain dealer, was married at Tiffin, O., Sept. 23, to Miss Lillian Martin, prominent in society.

Charles B. Murray has been re-elected superintendent of the Cincinnati Chamber of Commerce by a unanimous vote.

Raymond P. Lipe, Toledo, O., Oct. 4: New corn in excellent condition in this locality. In some places it is being shelled.

H. H. Parish of Bellefontaine, O., and M. Morton of East Liberty, O., have leased the G. D. Peters elevators at Zanesfield.

Christman Bros. & Keck at Bryan, O., have about completed a 40,000-bushel elevator, which is to be run by a 35-h. p. gasoline engine.

A. E. Clutter of Clutter & Long, dealers in grain, seeds and hay, at Lima, O., has been confined to his home with a severe bronchial trouble.

Tingley Bros., of Columbus, have bot the elevator of W. E. Cook at Cook, O., which was advertised in the Journal, and will handle the new crop at that point.

Raymond P. Lipe will commence next week on the 25,000-bushel elevator at Sherwood, O., on the B. & O. The plant will be equipped with modern machinery and a 20-h. p. steam plant.

Royce & Coon are putting the finishing touches to their elevator on the T. & O. C. Ry. at Bowling Green, O. New machinery has been installed and the capacity increased to 100,000 bushels.

Folsom & Ward, of Cleveland, O., have acquired the old Buckeye Mill on the Big Four at that place, and are converting it into an elevator, with clipper, cleaner and feed mill. A specialty will be made of fancy clipped oats and chop feed.

Dudley & Co. are building an elevator, 40 x 42 feet, at Wren, O., to replace the one burned May 12. The house is equipped with improved machinery driven by a 20-h. p. New Era Gas Engine, and was designed and erected by Philip Moser.

F. A. Jenkins, of Jenkins & Stryker, Norwalk, O., has opened the elevator at Huron, O., under the name of F. A. Jen-

kins & Co. The new firm will put in a new gasoline engine, corn sheller, and hopper scale in place of track scale now in use, and otherwise put the plant in first-class working order.

S. S. Earhart, Burkettsville, O., Sept. 25: Wheat is a total failure, oats a fair crop; corn promises to be a good average, but farmers are complaining of its not filling as it ought, and that it will be chaffy and loose on the cob. Seeding has commenced, but too dry to get the ground into proper condition.

Government crop report, Oct. 2: Ohio—Temperature excessive; good rains except in southern portion; corn practically all in shock, husking commenced, yield good; wheat seeding delayed by drouth and to avoid damage by fly, considerable sown in north, little in south.

C. A. King & Co. say: The state crop report issued Oct. 4 shows that total wheat product of Ohio for 1900 was 10,139,187 bushels, which was 6 bushels per acre on area harvested, and only 3.72 bushels per acre on area sown; thirteen per cent of crop of 1899 is still in hands of producer; the quality of the grain this year is 65 per cent. Total oats yield is 45,866,988 bushels, quality 88 per cent. Total yield of barley, 806,224 bushels; quality 83 per cent. Total yield of rye, 420,456 bushels; quality 88 per cent. Corn prospect 95 per cent of full average crop; potatoes, 70 per cent. No clover seed figures.

The regular fall meeting of the Ohio Grain Dealers' Association will be held in the Board of Trade Auditorium at Columbus, O., Tuesday, Oct. 16. Two sessions will be held, one at 10:30 and one at 1:30. An attendance of over 100 grain dealers from all parts of the state is expected. A rate of one fare for the round trip from all points in Ohio has been authorized on account of the annual conclave of the grand commandery of Ohio (Masonic), of which dealers no doubt can avail themselves. Immediately on arrival members are requested to report to J. W. McCord, secretary, 358 North High street, on the viaduct, near the Union station. One of the principal objects of this meeting is to talk over the new corn situation. Ohio will probably be foremost in the corn trade this year, and as the dealers have been almost wholly deprived of the usual wheat business on the 1900 crop, it is very important that the present crop of corn and also oats should be handled in a conservative manner and with a fair and adequate margin. Other matters of vital importance to the trade will be brought out by a few carefully prepared papers on subjects of interest which will be read by some of the prominent members and discussed by the meeting. Do not stay away thinking that your presence will not be necessary to the success of the meeting. If possible every regular dealer in Ohio (whether a member or non-member) should be in attendance. Governor Roosevelt will speak in Columbus Oct. 16, which may interest those politically inclined.

PACIFIC COAST.

The Nils-Hoff Grain Co. has been incorporated at Idaho Falls, Idaho.

E. L. Price has engaged in the grain and hay business at Salt Lake City, Utah. Grain charters from Puget Sound ports to Europe are approaching the 50-shilling mark.

The Granger Warehouse at Danville, Cal., with 2,700 tons of hay, was burned Sept. 29. Loss, \$25,000.

C. A. Peplow & Co., of Kalispell, Mont., who are rebuilding their burned flour milling plant, are adding an 80,000-bushel elevator.

Charles De France, grain dealer, has been convicted at Spokane, Wash., of the larceny of three cars of wheat from the Farmers' Elevator at Shawnee.

The elevator built several years ago at a cost of \$7,000 by the Bear River Irrigation Co., at Ogden, Utah, and never used, is being torn down.

The best record for quick loading of grain cargoes on the Pacific Coast was made recently by the Tacoma Warehouse & Elevator Co. In nine hours 2,500 sacks were put on board.

San Francisco exported during September 411,000 centals of barley and 292,000 centals of wheat; compared with 489,000 centals of barley and 239,000 centals of wheat during September, 1899.

Wheat thieves are reaping a harvest in the railroad yards at Tacoma, Wash., and on the sidings between that city and Ellensburg. In the rush of grain to market some is shipped in flat cars covered with canvas to keep out the rain. No protection is afforded grain buyers and exporters.

Aug. H. Vogeler, of the Vogeler-Wildemann Commission Co., Salt Lake City, Utah, was in Chicago last week and reported the barley crop of good quality, with an acreage below the average, and an average yield of 70 to 85 bushels to the acre. Wheat acreage larger, yield smaller; oats, acreage larger than usual and also larger yield.

The new Northern Pacific warehouses at Tacoma, Wash., were opened Sept. 11, with the unloading of 15 cars of sacked wheat into the house of Kerr, Gifford & Co. The first boat to take in cargo at the new warehouse was the ship Howard D. Troop, for Queenstown. The grain-cleaning machinery consists of No. 9 Monitor Separators made by the Huntley Mfg. Co., Silver Creek, N. Y.

The Oregon Railway & Navigation Co. has ordered that cars consigned to order of shippers or parties having no dock or warehouse, and which may remain unreclaimed or undelivered within 48 hours after arrival at Albina, will be unloaded in the railway company's warehouse, and the actual expense for same, amounting to 15 cents per ton, will be charged against the shipment, and in the event the grain should be ordered reloaded and switched to another dock at Albina an additional charge will be made for reloading and switching.

It costs the State of Washington several thousand dollars yearly for a grain commission which fixes standards that are recognized nowhere else in the world except around the office of the grain commission. That useless attachment of the Washington political administration fixed the standard of Washington wheat at 58 pounds, and the inspector will continue to collect 75 cents per car from the farmer for testing his grain, while the exporters will perform a similar service for nothing, and pay for the grain, not on the inspector's grading, but on that of their own employees.—Portland Oregonian.

PENNSYLVANIA.

Government crop report, Oct. 2: Pennsylvania—Too dry in most sections, but light to heavy rains at close of week greatly improved prospects for good start in growth of newly sown grain.

The Shamokin Milling Co.'s mill and elevator at Shamokin, Pa., were com-

pletely destroyed by fire Oct. 2. The fire started in the elevator and spread thru a passage way at the top of the elevator to the mill. The total loss will reach \$50,000, partially covered by insurance. The elevator contained 22,000 bushels of oats and a large quantity of baled hay.

Caleb McCune, of J. & C. McCune, dealers in grain and flour at Pittsburg, Pa., died Sept. 27, as the result of a fall from a street car. Mr. McCune was born at Elizabeth, Pa., in 1846, and 17 years ago went to Pittsburg to engage in the business which has been continued ever since with such success. He was a member of the executive board of the Pittsburg Grain Exchange and a director of the United States National Bank. His wife and two sons survive him.

SOUTHEAST.

William Lillard has bot the grain business of O. J. Thurmond, at Danville, Ky.

The Louisville Seed Co., of Louisville, Ky., is about to erect an addition to its plant.

The Chesapeake & Ohio elevator at Newport News, Va., went into operation Sept. 25, with the loading of three ships.

The construction of the elevator for the new plant of the Farmers' Milling & Elevator Co., at Chattanooga, Tenn., is being pushed.

The Florida Warehouse Co. has been incorporated at Jacksonville, Fla. Capital stock, \$6,000; incorporators, C. B. Rogers, J. C. Little, Lee Taylor and F. H. Patrick.

Al. Chickering, son of A. A. Chickering, grain dealer of Louisville, Ky., was married recently at Cincinnati to Miss Sis Keene, prominent in Memphis society circles.

E. K. James, who is a large dealer in horses and mules at Salisbury, N. C., expects to handle grain on a large scale in connection with that business, and desires quotations from western dealers.

The Bogert Brothers Grain and Produce Co. has been incorporated at Patterson, N. J., with a capital of \$10,000. The company will deal in grain, hay and produce. The incorporators are Frank and George Bogert and Robt. J. McDermott.

Exports from Baltimore Jan. 1 to Oct. 6, as reported by Wm. F. Wheatley, secretary of the Baltimore Chamber of Commerce, included 3,241,000 bushels wheat, 28,727,000 bushels corn, 2,955,000 bushels oats and 34,800 bushels rye; compared with 8,621,000 bushels wheat, 33,999,000 bushels corn, 2,766,000 bushels oats, and 1,202,000 bushels rye, during the corresponding period of 1899.

SOUTHWEST.

The Shreveport Mill and Elevator Co.'s plant at Shreveport, La., which was burnt last month, will be rebuilt.

Advices from New Orleans are that the steamship Americo has been burned, with 30,000 bushels of wheat and 1,000 bales of cotton.

Benn & Boone have recently entered the grain business at Yukon, Okla. The firm has already erected a 25,000-bushel elevator, and is putting up additional machinery for sawing purposes. Besides handling grain on a large scale, the firm retails coal, hay and feed.

T. P. Hobson, Garber, Okla., has purchased the elevator at that place of Chas. F. Orthwein's Sons, Kansas City. The capacity of the house is 20,000 bushels, and the price paid was \$2,500. Mr. Hob-

son contemplates installing a grain cleaning machine and scales.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports that the exports of grain from New Orleans during September included 398,000 bushels of corn, 771,000 bushels of wheat, and 50,000 bushels of rye, compared with 1,981,000 bushels of corn, 996,000 bushels of wheat, and 257,000 bushels of oats, for September, 1899. All of the shipments for the month were carried in British steamships. Most of the wheat went to Liverpool and the corn to the Continent.

TEXAS.

The Arlington Grain & Cotton Co., Arlington, Tex., while boring an artesian well, struck oil.

M. J. Kavanaugh of Ft. Worth, Tex., has let the contract for the erection of a grain elevator at Terrell.

The Galveston Wharf Co. has let the contract for repairing elevators A and B and rebuilding the wharf.

The Commerce Milling & Grain Co., of Commerce, Tex., has increased its capital stock from \$10,000 to \$30,000.

The grain elevator and rice mill of Tomkies & Co., at Houston, Tex., were burned at an early hour Sept. 27. Loss, \$15,000; insurance, \$7,000.

Seley & Early, of Waco, Tex., have recently bot a new site on which they will erect a large warehouse and elevator. Work will not begin until January.

The Sewell-Hering Mill & Elevator Co. has been incorporated with \$25,000 capital, by A. J. Sewell, H. W. Hering and J. C. McKelvain, all of McGregor, Tex.

The Galveston Wharf Co., at Galveston, Tex., on Oct. 1 temporarily discontinued receiving grain from the railroads, pending the transfer of grain from Elevator A to Elevator B.

C. McD. Robinson, chief grain inspector of the Galveston Board of Trade, reports the September exports from Galveston as 797,000 bushels of wheat and no corn, against 2,484,000 bushels of wheat and 164,000 bushels of corn, for September, 1899.

W. H. Matthews, grain dealer at Galveston, Tex., escaped death in the storm from the fact that a telegraph pole and an oak tree in front of his residence caused the debris to pile up, affording him a platform upon which he stood for over six hours.

The grain elevator at Port Arthur, Tex., operated by the Port Arthur Channel & Dock Co., was moved out of plumb 8 inches by the recent storm. The fact was not discovered until an attempt was made to start the machinery, which could not be made to run.

H. B. Dorsey, Secretary and Treasurer of the Texas Grain Dealers Association, has been selected a delegate by the Executive Committee to represent the Association at the annual meeting of the Grain Dealers National Association in Indianapolis, Nov. 20-21.

Government crop report, Oct. 2: Texas—No rain to interfere with farming operations during week; Brazos River overflowing low lands and damaging crops between Waco and Hempstead as a result of last week's rain; cotton picking progressing rapidly, yield irregular and much below average in most sections.

John Fennelly of Fennelly & Fox, grain exporters of New Orleans and Galveston, says: The banks of New Orleans, St. Louis and New York do not care to finance the exporting of grain thru Gal-

veston any longer. This is well understood. I do not think there will be any trouble in arranging that end of it thru Galveston banks, however.

The Gribble-Carter Grain Co., of Sherman, Tex., two weeks ago sent out a postal card to all dealers in the oats section of Texas inquiring as to the per cent of the crop marketed, the amount stored this season, and last season, and amount shipped out. As a result the company received 86 replies from 76 points. From 75 to 90 per cent of the oats crop has been marketed. Shipments to Sept. 25, 2,273 cars. Oats now in store, 1,150,000 bushels less than this time last year. Since the replies were received a great many cars have been shipped out owing to the fact that the rates to the Mississippi River crossings were advanced Sept. 30. The corn crop is from 25 to 50 per cent short this year, compared with last year. The hay crop is considerably short. Cotton seed selling at \$14.00 per ton. Taking all these facts into consideration, oats certainly occupy a very strong position.

The Texas Grain Dealers Association held a meeting at Dallas, Tex., Oct. 2. The meeting was called to order by President J. P. Harrison of Sherman. A great deal of discussion was aroused by the report made at the meeting that the railways are now shipping wheat from various Texas and Oklahoma points to Galveston. By so doing they clog and retard the movement of grain now on track and in the elevators at that place. As the outcome of the discussion, a resolution was adopted that all possible effort should be made by the association to compel the railways to stop the further shipment of grain into Galveston until the present situation there is relieved. Also, that the wheat on the tracks prior to the storm should be given preference in care and handling. Reports were made by the secretary and other members who have been in Galveston since the storm, and all agreed that the situation was still very bad, but was slowly improving. A meeting of the executive committee was held and numerous applications for membership were brought up, and new members elected. The arbitration committee held a meeting in the afternoon and various matters of importance were disposed of.

WISCONSIN.

P. A. Richards has opened his grain elevator at Red Cedar, Wis.

At Clintonville, Wis., the W. W. Cargill Co., of Green Bay, is erecting a grain warehouse.

John Lawrence has purchased a 5-ton scale to be placed beside his elevator at Franksville, Wis.

P. H. Bump, a grain buyer at Janesville, Wis., died Sept. 30, the result of a surgical operation.

It is said Chicago men are endeavoring to buy a site for an elevator on Washington Island at Kenosha, Wis.

The elevator at Cedarburg, Wis., owned by the Berger-Crittenden Co., Milwaukee, has been opened, with W. H. Fitzgerald in charge.

Larson & Swanson have rented the elevator of F. Stahl at Pepin, Wis., for the coming season. Repairs and alterations have been made by the owner.

The Northern Grain Co., of Manitowoc and Chicago, will place a Hess Pneumatic Grain Drier in its plant at Manitowoc during the present month. The order was placed Oct. 2 with the Hess Company.

Blodgett Milling Co., Janesville, Wis.: The crop of buckwheat will be equal to the average in quantity, and will be of excellent quality. Owing to the fact that the Eastern crop is very short this year, we expect to see fairly high prices.

The Jackson Milling Co., of Grand Rapids, has leased the elevator of M. Syverson at Tomah, Wis., with the privilege of three years' renewal. Frank Kern will take charge. Mr. Syverson will continue to buy grain at Oakdale and Shennington.

Government crop report, Oct. 2: Wisconsin—Heavy rains in many localities delayed fall plowing, corn husking, potato digging, and threshing; buckwheat nearly all cut, crop fair; considerable fall rye sown but little wheat; pastures in excellent condition.

A receiver has been appointed to settle the trouble between the partners in the Kewaunee Grain Co., Kewaunee, Wis. The elevator at Casco has been temporarily leased by Joseph Duvall and his son, George A. Duvall, who will continue to buy grain as heretofore.

The increase in the assessment of the Great Northern Elevator Co., at Superior, Wis., from \$77,000 last year to \$130,000 this year, will be fought by the company, on the ground that the assessment is excessive and that the elevators, being located on railroad right of way and used for terminal purposes, are not subject to such taxation.

The elevator and mill of M. B. M. Helmer at Fond du Lac, Wis., were burned at an early hour on the morning of Sept. 28. Loss on buildings, \$50,000; on grain and flour, \$15,000; insurance, \$21,500. The flames were discovered in the basement of the mill, and spread almost instantly thru the numerous spouts and conveyors to all parts of the building and the adjoining elevator, which contained 30,000 bushels of wheat, oats and barley. For two hours the water pressure was so weak that streams could not be thrown to the second-story windows, and at the end of that time gave out. Mr. Helmer threatens to sue the city and the water company for damages. The loss is a serious one for Mr. Helmer, as the insurance was only half the loss, and the burning of the large elevator will interfere with the large grain business which he has been conducting at many country stations in Wisconsin. He will rebuild.

In the case of the Chicago Board of Trade against the Milwaukee bucket shops Attorney Spence, for the Milwaukee firms, said: The members of the Board of Trade cannot set themselves up as being better than the operators of bucket shops. They pretend there is a delivery in the future contracts when they know, and everybody knows there is no delivery in 99 out of every 100 of such contracts. The bucket shops do not mask their transactions with such pretensions. It is true the members of the Board of Trade are honorable men and that losses and profits are promptly paid, but the only difference is that in the bucket shop the money is always behind the counters. Judge Seaman of the United States Court was very much impressed by this argument. He denied the application of the Board for a temporary injunction, and took the case under advisement, appointing a referee to take testimony as to the method by which the Milwaukee concerns are getting the quotations.

Fire at Hamburg, Germany, Sept. 28, destroyed Botsch's granary and the warehouses of Pfluks and Tietgens.

BEGINNING OF TOLEDO GRAIN TRADE.

In telling a representative of the Northwestern Miller of the early grain warehouses of Toledo Denison B. Smith, the venerable secretary of the Toledo Produce Exchange, said:

These houses were equipped with elevators with stationary legs. The moving power was horses located in the peak of the roof, which was approached by inclined passages from one loft to another. Stables were built up there and it was the home of the four-horse team during the season of navigation. One day one of my horses, frantic from the biting of another, rushed against the bar at the door, broke it and fell to the ground. Of course he did not thenceforth tabernacle with us in the flesh.

In the winter of 1845-6 Charles Butler of New York, largely interested in Toledo, built for Smith, Bronson & Co. a grain house of greatly increased capacity. This firm included Messrs. Bronson and Crocker of Oswego, N. Y., then a leading commercial house, engaged in transportation by vessels on the lakes and boats on the Erie canal. The capacity of the house was more than 50,000 bushels, and in the spring and autumn we could fill and empty it every week. The method of loading was by carts holding 20 bushels, which were rolled on deck and over the hatch of the vessel. The capacity of the vessels averaged 8,000 bushels and the supreme limit 12,000.

The next important evolution in the elevating and storing of grain was in 1848. Gen. Egbert B. Brown, nephew of Gen. Jacob Brown, the hero of Lundy's Lane in the war of 1812, and now residing in Missouri, built an elevator with sliding bins, steam motor and a movable leg to be dropped into the boats. It was the pioneer of rapid and cheaper grain handling in Toledo and about the earliest movement of the kind around the lakes. The Wabash railway next followed with a system of steam elevators, the Lake Shore & Michigan Southern next, and finally all the important roads had their elevators.

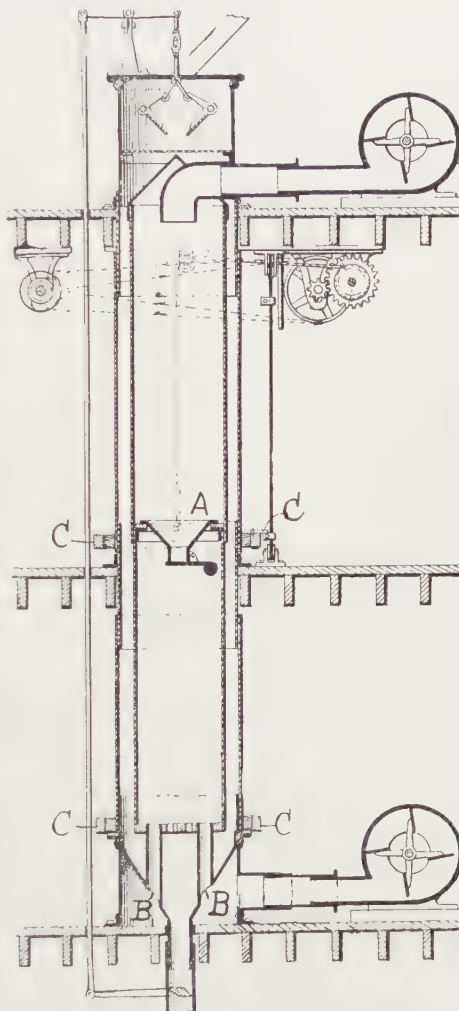
In 1849 the Toledo Board of Trade was organized and at about that date or soon after exchanges were inaugurated in other western cities. These trade organizations were the necessary outgrowth of rapidly increasing agricultural products requiring the concentration of the time and attention of dealers. The receipts of grain by the different railways and the storage of various qualities of grain in the same bin inspired the system of inspection and grading of grain, the separation of the different grades in the elevator and the sale of it by its graded quality. This system of elevators, and the grading of grain, were the products of the genius of our western people under the stimulating growth of the agricultural products of our country.

The French Senate at its November meeting will consider the Debussey bill to place an export premium on wheat and wheat products. French millers will be enabled to import American wheat, grind it into flour and export the product on favorable terms. The bill, which was passed by the Deputies just before the vacation, is a very curious piece of legislation. A person exporting wheat or flour will receive a certificate stating the duty to be paid to import a similar quantity of merchandise. This certificate may be tendered in the payment of duty on wheat, coffee, tea and cocoa.

A NOVEL GRAIN DRIER.

The continued rains in the northwest have caused many elevator men to realize the importance of grain driers as a part of their equipment. Those who are so fortunate as to have a drier will make it pay for itself several times over before the damp and musty grain is put in a marketable condition. Driers are also profitable investments where an elevator man is in a position to buy salvage grain. For this grain is practically worthless unless it is quickly put thru a drier; then it commands a fair price and gives a very handsome profit to the handler.

The accompanying cut shows a drier



invented by a Minneapolis miller. It consists principally of two perforated cylinders arranged one within the other, thereby providing an annular space between the cylinders thru which the grain passes while subjected to currents of air forced into the interior of the inner cylinder by means of fans at the upper and lower ends.

The hopper A located midway between top and bottom is for catching the fine material that works into the inner cylinders. The valve at the bottom of hopper works automatically and drops the collected material thru to the bottom, where it passes to the outside thru small holes.

For the purpose of keeping the outer cylinder of the drier clear of dust and dirt which is liable to accumulate in the perforations, a ring brush C is provided and so arranged that it will travel automatically up and down over the surface of the cylinder.

GRAIN CARRIERS.

The wages of lake sailors has been increased to \$2.00 per day.

The Erie Canal is enjoying a sudden increase in its grain trade.

Grain shippers are bidding 17½ cents at Chicago on wheat to Lake Erie.

Construction of the Des Moines & Iowa Falls railroad is to be resumed.

The Northern Pacific has completed tracklaying on the branch from Milnor to Oakes, N. D., 32 miles.

Grain shipments from Chicago by lake during September aggregated 6,365,000 bushels, the largest for many years.

East-bound shipments of grain from Chicago by rail were 1,679,000 bushels for the week ended Sept. 29, against 1,334,000 bushels for the preceding week.

J. C. Gilchrist, of Cleveland, O., who some time ago ordered six large steel steamers of the American Ship Building Co., has recently increased his order to eight, all of very large dimensions.

The decline in ocean freight rates of 1-2 cents a bushel during the past three weeks is encouraging shippers. The situation has weakened owing to the falling off in demand for American coal.

Traffic officials of the Central Freight Association and the Trunk Line Association will meet at New York, Oct. 16, to revise the classification on grain and other commodities, with a view to advancing freight rates.

Grain deliveries at Chicago by all railroads during the nine months ending Oct. 1 amounted to 208,074 cars, a decrease of 18,930 cars from the same period of 1899; of 21,225 cars from 1898, and 28,461 cars from 1897.

The New Orleans & Western railroad will be sold at foreclosure Oct. 16. The company owns a 500,000-bushel elevator, three large cotton presses and eighty storehouses, and operates a belt line railway about the city of New Orleans.

The closing of the Canadian canal at Sault Ste. Marie will be regretted by vesselmen, especially if an accident should obstruct the American canal. The Dominion Government is closing the canal, it is said, on account of lack of patronage.

Brown Bros., of Buffalo, have informed the harbor board of Montreal that the four steamers of the Northwestern Navigation Co. which will be ready next season, will carry grain between lake ports and Europe without transfer.

The lake grain trade out of Duluth will not be a factor of consequence until another crop is harvested. Shippers hope that the Duluth elevators will receive much corn during the winter for shipment in the spring, thus helping the trade at the beginning of next season.

Shipmasters at Puget Sound ports find it difficult to hire crews for the grain export fleet. The boarding-house keepers at Portland, who control the sailors, demand \$105 per head, which is considered excessive. The ship-owners threaten to bring crews out from England, if necessary.

The Pere Marquette railway plans to maintain a large fleet of steamers on Lake Michigan thruout the winter. The grain traffic between Milwaukee and Manitowoc on the west shore and Ludington and Muskegon on the east shore is constantly increasing. The two car ferries Pere Marquette and Muskegon, will keep the ice broken up in the harbors, thus

permitting free navigation by the steamer line, which probably will consist of five boats.

Electric traction has received a thorough test on the canal between Berlin and Stettin, Germany. The barges were drawn by locomotives running upon a special track of 3.28 feet gage. The wheels of the locomotives were turned by electric motors taking current from a trolley wire carried on posts. The locomotive weighed two tons and developed 15 horse power. Altho the section of the canal used presented many physical difficulties, the system was worked with safety and economy.

The report of the directors of the Manchester Ship Canal for the first half of 1900 states that the revenue has amounted to \$700,000, compared with \$600,000 for the corresponding period of 1899. The weight of toll-paying merchandise which passed over the canal during the six months was 1,487,000 tons, against 1,325,000 tons during the corresponding period of 1899. The company owes to the Manchester corporation \$5,500,000 in unpaid interest. The net revenue for the half year was \$300,000, against \$250,000.

Edward A. Moseley, secretary of the Interstate Commerce Commission, says: Ratemaking is not an exact science of which those engaged in it are the only true exponents. For example, upon 100 pounds of clock springs the rate was 67 cents, while on iron castings it was only 32 cents; on stationery it was 67 cents, against 47 cents on wrapping paper; type showed a similar discrimination, compared with type metal, and on a barrel of whisky the charge was actually \$2.28, against \$1.88 on mineral water—a discrimination of 40 cents per barrel.

Grain rates eastbound between Chicago and New York were raised Oct. 3 an average of 2 1-2 cents per 100 pounds. The new rates are, for export, via New York, from Chicago 16 cents, from Mississippi River 18 1-2 cents; domestic, via New York, from Chicago 17 1-2 cents, from Mississippi River 20 1-2 cents. The roads have made contracts to move large quantities of grain at the low rates hitherto prevailing, and the advance will not become effective until Nov. 1. This is said to be only one of several advances that will be made step by step to a much higher level.

New Orleans grain exporters are hopeful for the future of their city. The improvements in the south pass and the southwest pass of the Mississippi river will give a depth of thirty-five feet, enabling the large boats of the best class to trade to their port. The new steel barge line to St. Louis and the line of ocean steamers talked of by the Illinois Central are other factors that soon will begin to tell. The total grain exports for the fiscal year ended Sept. 1 have been 37,000,000 bushels, against 28,000,000 bushels for the corresponding period preceding. Altho considerable grain from the territory tributary to New Orleans is now going to the north and northwest, under unusual conditions, it is expected that the movement will become normal later in the season and that New Orleans and the other Gulf ports will receive their due proportion.

The exports of corn oil for the eight months ending Sept. 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, were 3,135,000 gallons; compared with 1,826,000 gallons and 1,919,000 gallons during the corresponding periods of 1899 and 1898.

PATENTS GRANTED

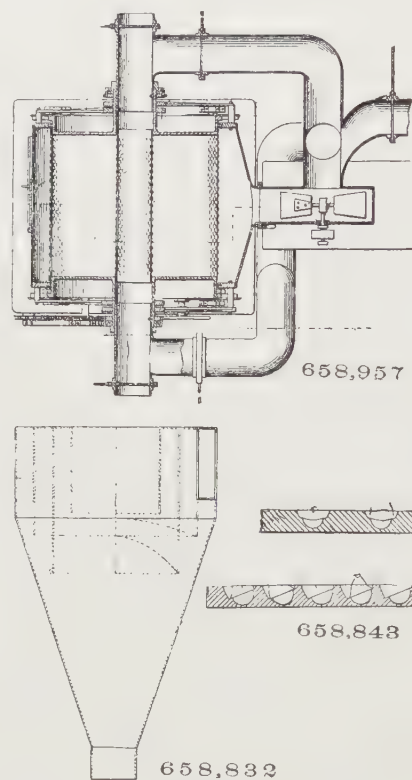
William S. Halsey, of Pittsburg, Pa., has been granted letters patent, No. 659,027, on a gas engine.

Fritz Splettstosser, of Stryker, Tex., has been granted letters patent, No. 658,875, on a bale band tightener.

Philip Lamboy, of Amsterdam, N. Y., has been granted letters patent, No. 658,527, on a broom corn cleaner.

William E. Simpson, of London, Eng., has been granted letters patent, No. 658,595, on an internal combustion engine.

Lewis A. Aspinwall, Jackson, Mich., assignor to the Aspinwall Mfg. Co., of



the same place, has been granted letters patent, No. 658,561, on a pea sheller.

Frank L. White, of Pine Bluff, Ark., assignor of one-half to Edward D. Russell, same place, has been granted letters patent, No. 659,116, on a baling press.

Charles W. Shartle and Charles E. Miller, of Middletown, O., assignors to the Middletown Machine Co., of the same place, have been granted letters patent, No. 658,594, on a gas engine.

Edward A. Mitchell, of London, Eng., has been granted letters patent, No. 658,933, on an internal combustion engine having an impulse every revolution and consuming gas under pressure.

Roger Danvin, of Paris, France, has been granted letters patent, No. 658,832 (see cut), on a dust collector. The separating chamber is composed of a cylindrical upper and a conical lower portion, with an air outlet at the top and a dust outlet at the bottom. The chamber contains a single spiral conduit entirely detached from the central exit sleeve in the upper portion. The inlet to the spiral conduit is substantially tangential to the cylindrical portion of the chamber.

Frederick H. C. Mey, of Buffalo, N. Y., has been granted letters patent, No. 658,957 (see cut), on malting and drying apparatus. A perforated, rotary drum is

mounted on trunnions with an internal air discharge tube. An air chamber surrounds and communicates with the interior of the drum. Air is propelled thru this outer chamber by the fan. The air chamber has a movable section containing a pipe to spray water, which movable section is interposed between a stationary section and a shiftable section.

Nicolaus Heid, of Stockerau, Austria-Hungary, has been granted letters patent, No. 658,843 (see cut), on a grain separator. The patent relates to the form of pockets in the plates of a grain separating cylinder. Each pocket is of different cross-sectional area and has an offset between the inner portion, of greater area. The inner portion has its wall inclined to the surface of the plate in the direction of rotation of the cylinder. Also, the inner area is eccentric to the outer hemispherical area.

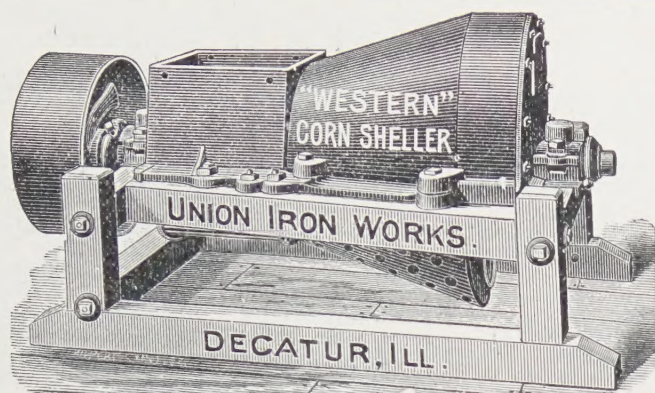
COBS.

H. C. Robinson, who is now in Europe, writes: "The grain elevators at Budapest are handsome and well built. One especially is constructed of light-colored brick in very artistic style. The bins, as well as all posts and girders, are made of iron. Four railway side tracks run thru the structure, which is located on the banks of the Danube, with fine facilities for loading and unloading boats. Power is supplied by two 150-h.p. steam engines placed on a level with the second floor.

J. F. Zahm & Co. write: "Poor grain doors are very often the cause of shortages. Shippers are very careless about this matter. Some cars arrive at Toledo with doors showing quite large openings between the boards, and the shippers in many cases have tacked a cleat on the outside. It is not a good plan to put the cleat on the outside. Put your grain door in, and if there are any cracks patch them up from the inside. Some shippers load cars too heavily and the grain will run over the grain door."

The Berlin Association of Grain and Provision Dealers publishes a warning to its members against grain importations from southern Russia, saying it has received reliable information "that Russian exporters in Odessa and Nicolajew (ports of the Black Sea) have of late revived the fraudulent practice, prevalent there in former years, of mixing sand, mud and worthless grains with their shipments of wheat and barley destined for abroad." The association is now considering what steps to take to effectually stop this fraud.

Corn cobs ground into a fine meal are very good to mix with linseed, cottonseed meal and other cattle foods that are too rich to be fed alone to live stock. Cob meal is perfectly harmless, and is reported by the Department of Agriculture to contain considerable nutriment. A southern grain firm is buying large quantities of cobs from dealers in the corn belt of Indiana and Illinois for grinding and mixture with feed, and is placing before the consumers of the Southeast a very satisfactory article at a price \$1 to \$4 lower than that asked for wheat bran. The competition of this clean and wholesome product is cutting into the trade of certain millers who have voiced their objections to the milling press, and wish the government to stop the mixing, while the millers continue to ship feed containing scorings, dust and dirt.



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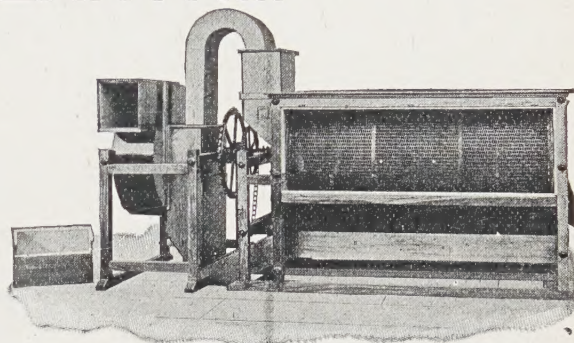
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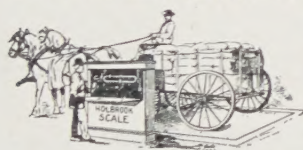
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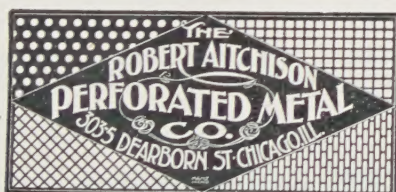
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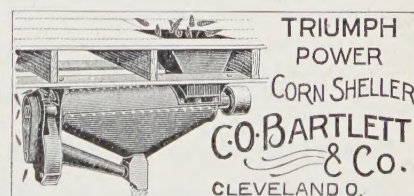
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These tables are printed in two colors on good paper from heavy faced type, the red figures denoting the pounds and the black figures their equivalent in bushels. They are conveniently arranged and bound in cloth. These tables are invaluable to barley and malt dealers.

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The tables are strongly bound in cloth. The tables for Oats at 32 pounds are bound in olive green; the tables for Corn and Rye at 56 pounds in sea green and the tables for Barley at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. Price, \$1. For any of these tables address the

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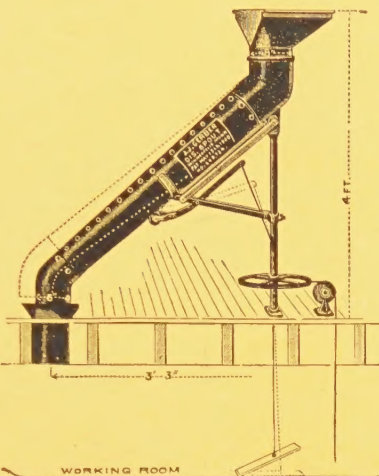
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(Patented May 15th, 1900. No. 649,724)

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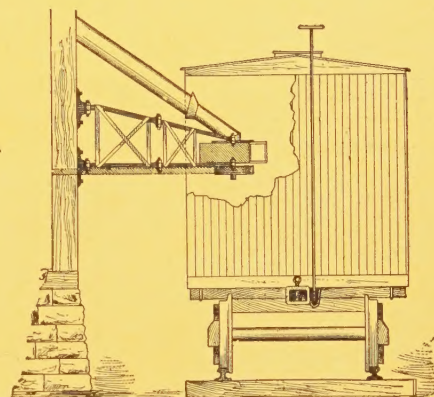
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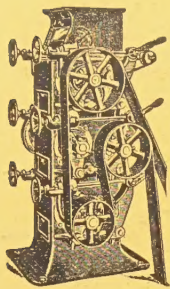
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